

AIRPORT LAYOUTS FOR THE
TOP 100 AIRPORTS

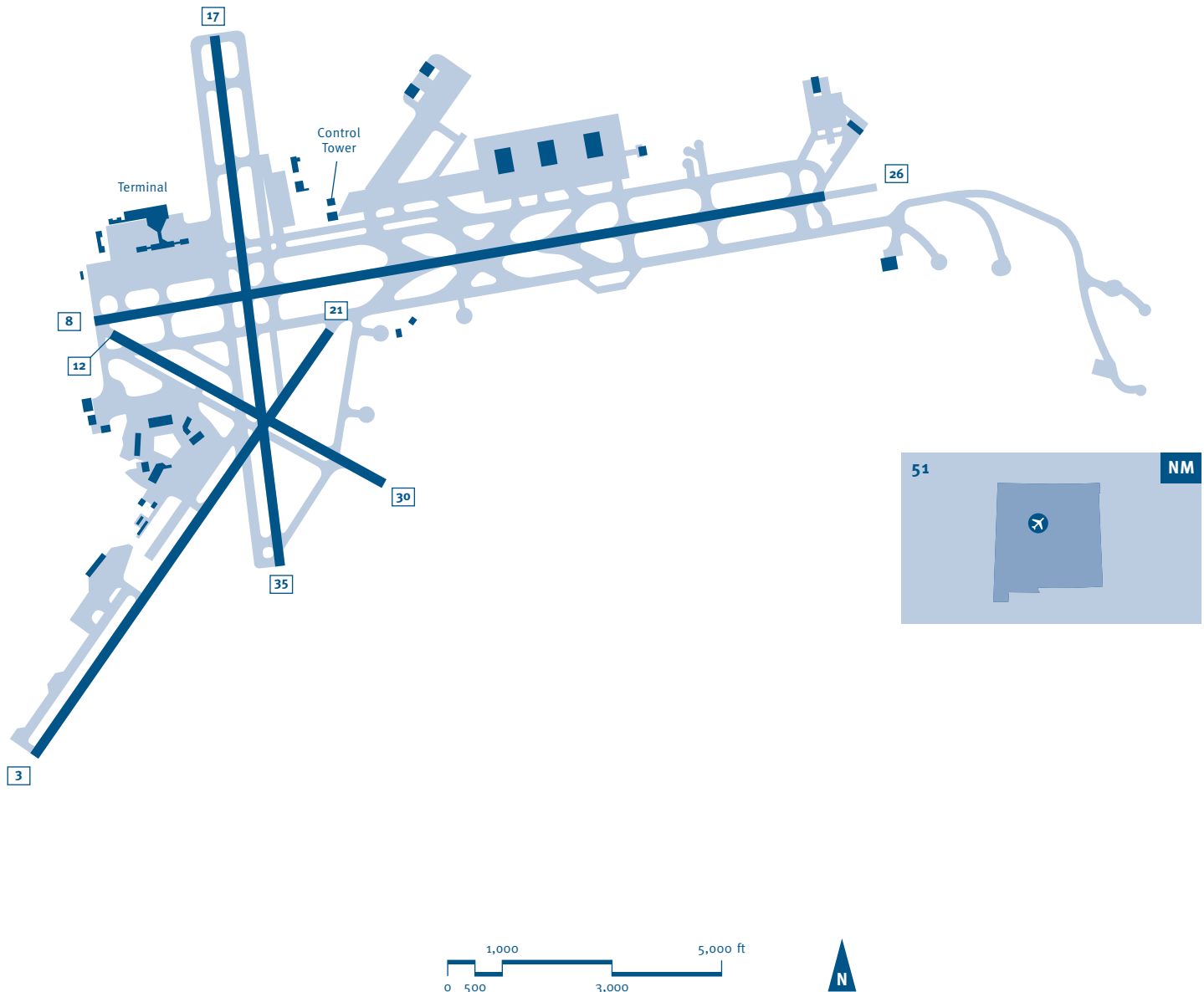
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ABQ – Albuquerque International Airport

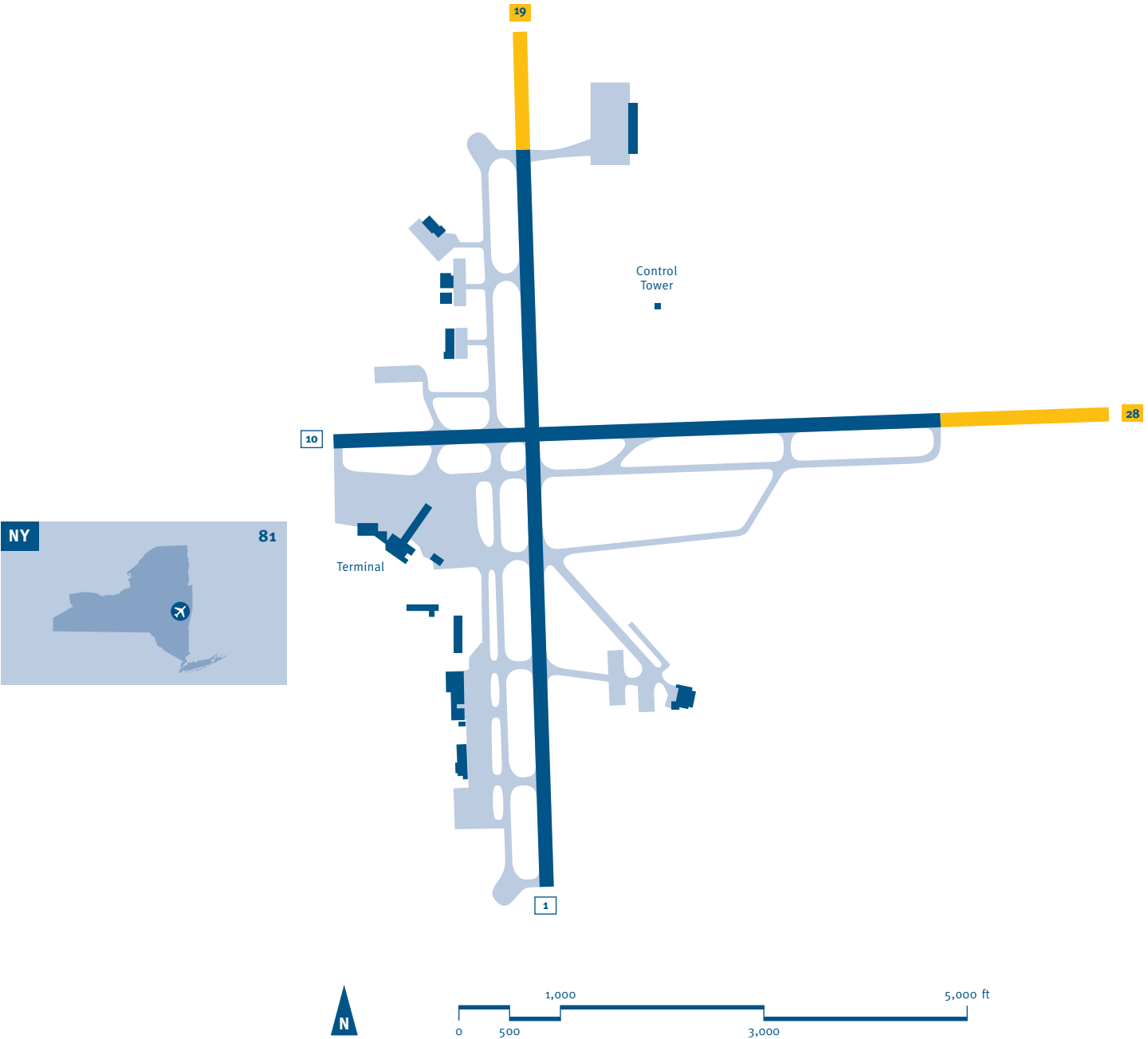
A 1,000 ft. extension to Runway 12/30 was completed in 1999, at an estimated cost of \$14 million.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.2	3,194,654	3,097,145	3,107,273	240	215,313	225,876	231,266
3.0				220			
	FY97	FY98	FY99		FY97	FY98	FY99

ALB – Albany County Airport

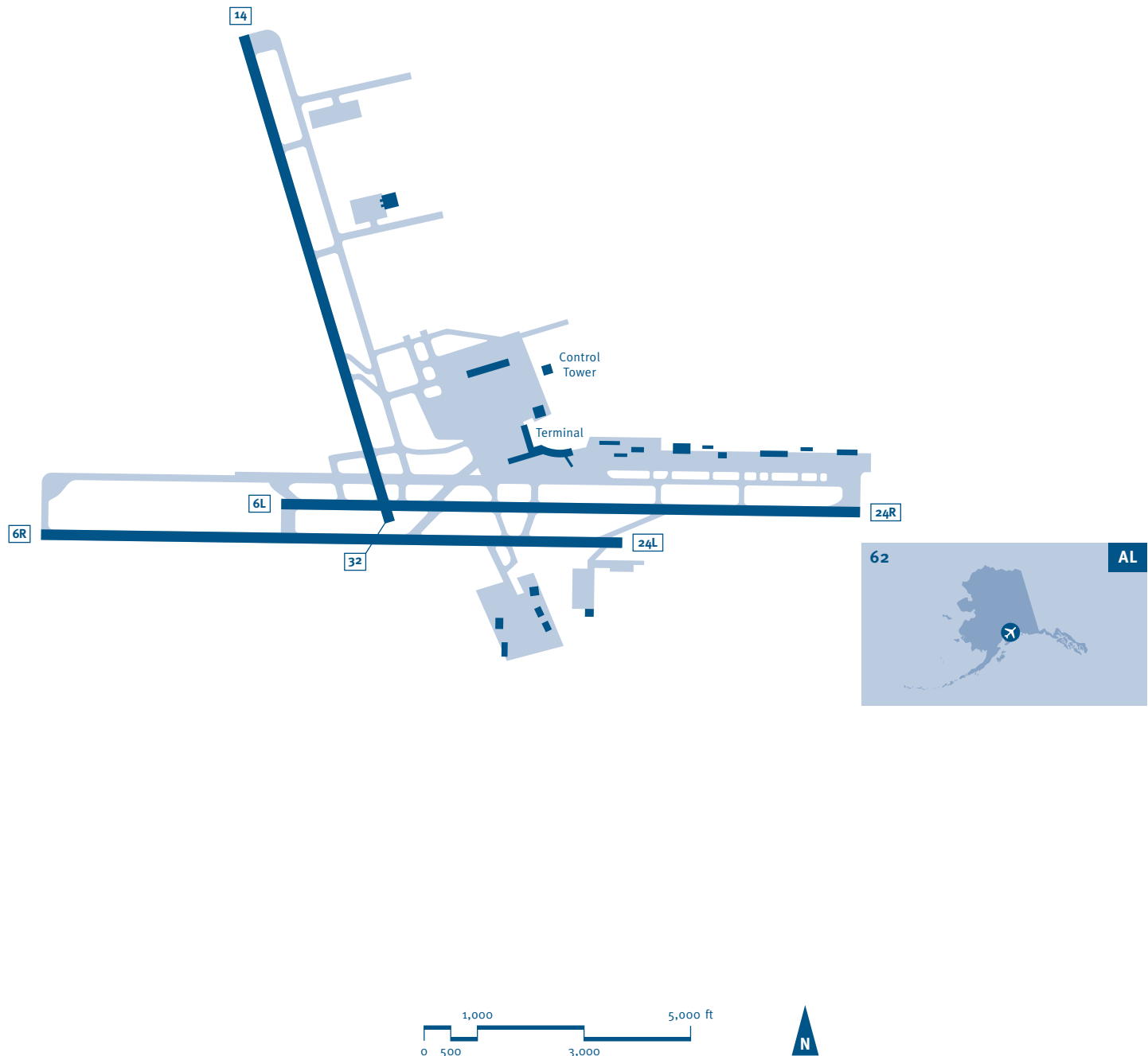
Construction of an extension to Runway 10/28 is planned. The estimated cost of construction is \$5.8 million and is expected to be completed in 2002. An extension of Runway 1/19 is planned at an estimated cost of \$7.5 million. Completion is expected in 2005.



<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
1.2	1,017,987	1,066,880	1,139,963	150	131,362	134,992	149,782
1.0				140			
	FY97	FY98	FY99		FY97	FY98	FY99

ANC – Anchorage International Airport

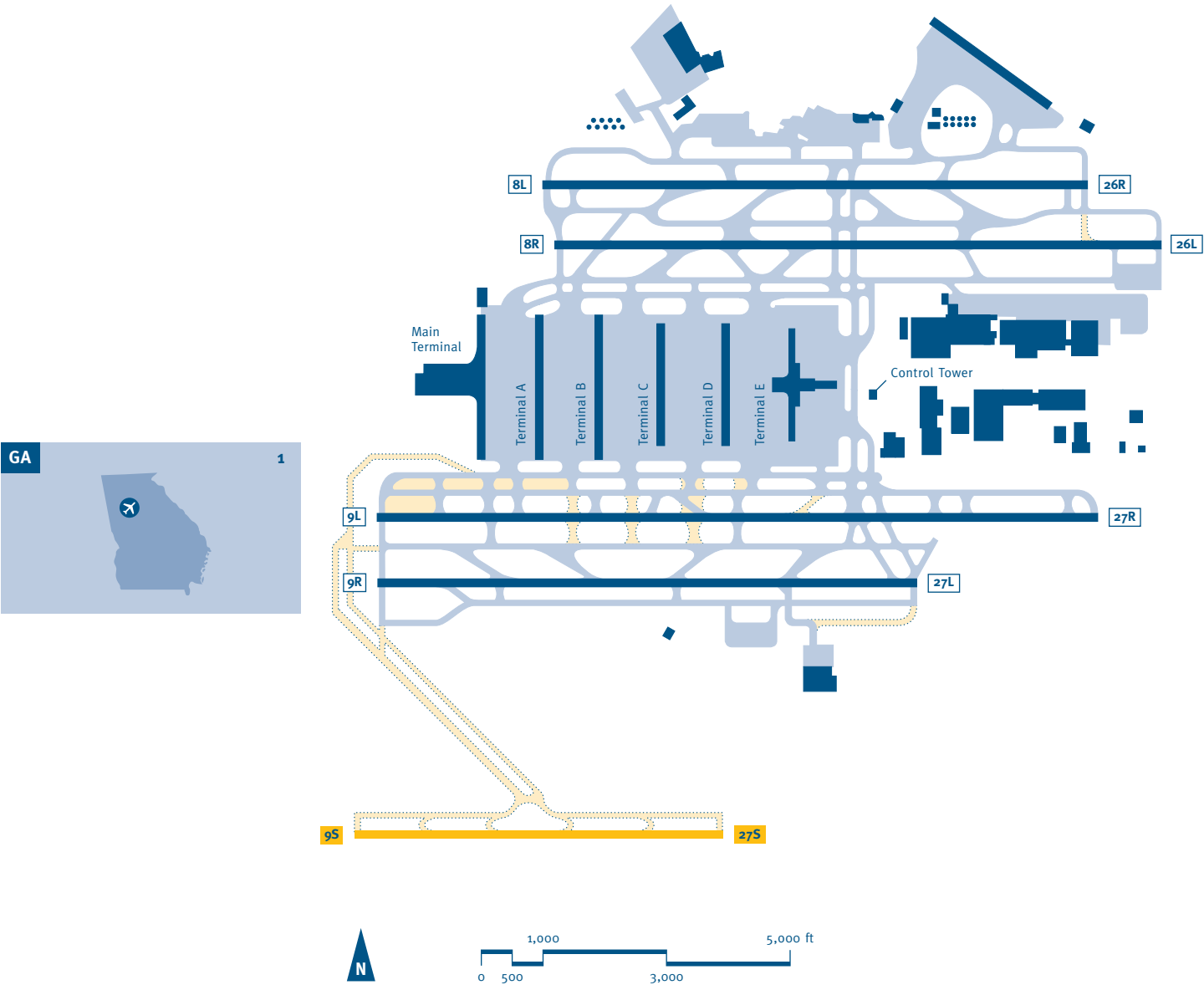
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
2.0	1,978,035	1,914,673	1,981,817	315	314,139	310,475	308,138
1.9				310			
	FY97	FY98	FY99		FY97	FY98	FY99

ATL – Hartsfield Atlanta International Airport

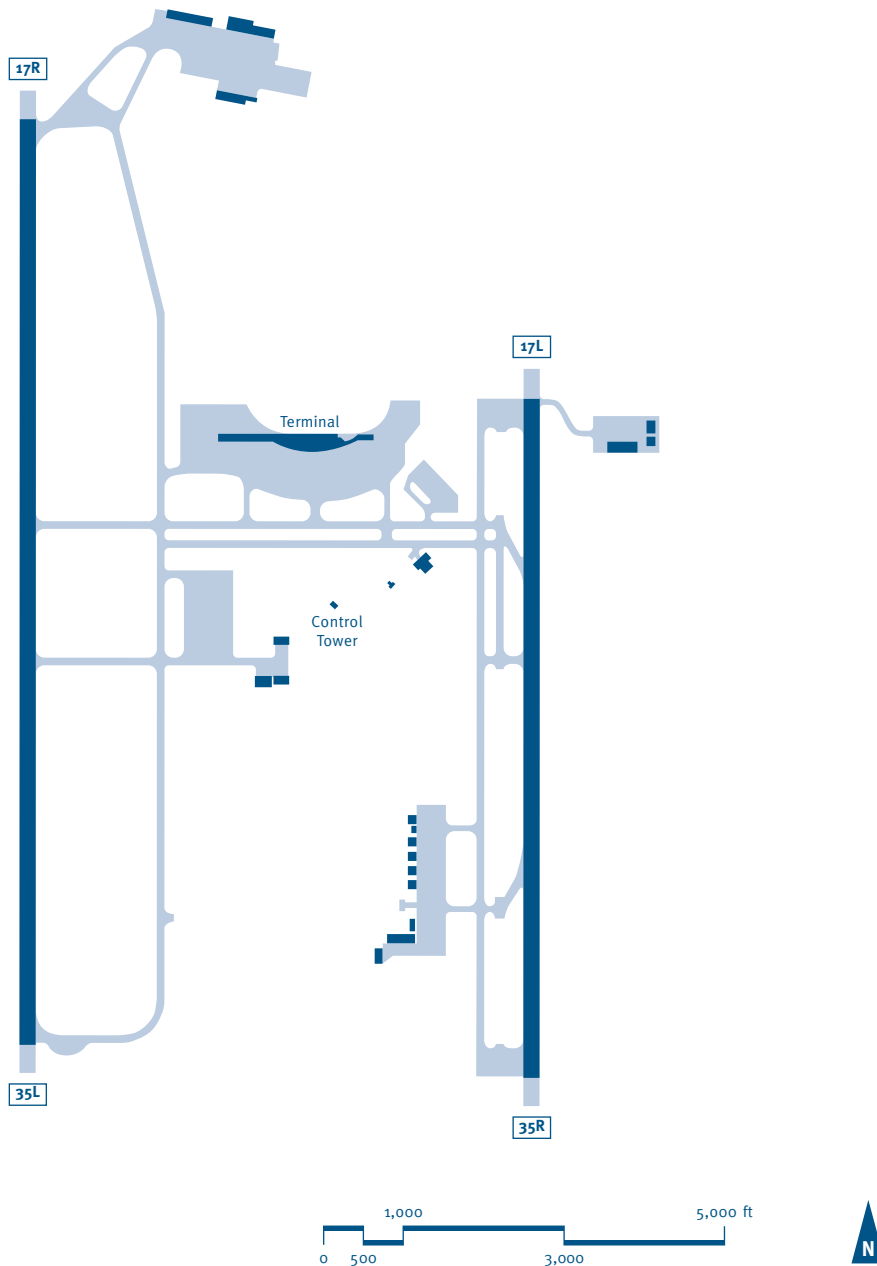
A fifth parallel commuter Runway 9S /27S, 6,000 ft. long and approximately 4,200 ft. south of Runway 9R/27L, is under design. Land acquisition is ongoing. The runway will permit triple independent IFR approaches using the PRM. The total estimated cost is \$450 million. Construction is expected to begin in 2000. The estimated operational date is early 2005. The new runway will be used primarily for arrivals by commuter aircraft. An Environmental Impact Statement is underway for a possible extension of the new runway to 9,000 feet.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
40	32,486,500	35,254,849	37,606,932	900	774,895	831,805	895,435
30				800			
	FY97	FY98	FY99		FY97	FY98	FY99

AUS – Austin-Bergstrom International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
3.5	2,939,854	3,009,330	3,235,560	210	205,716	190,899	185,421
3.0				190			
	FY97	FY98	FY99		FY97	FY98	FY99

BDL – Bradley International Airport

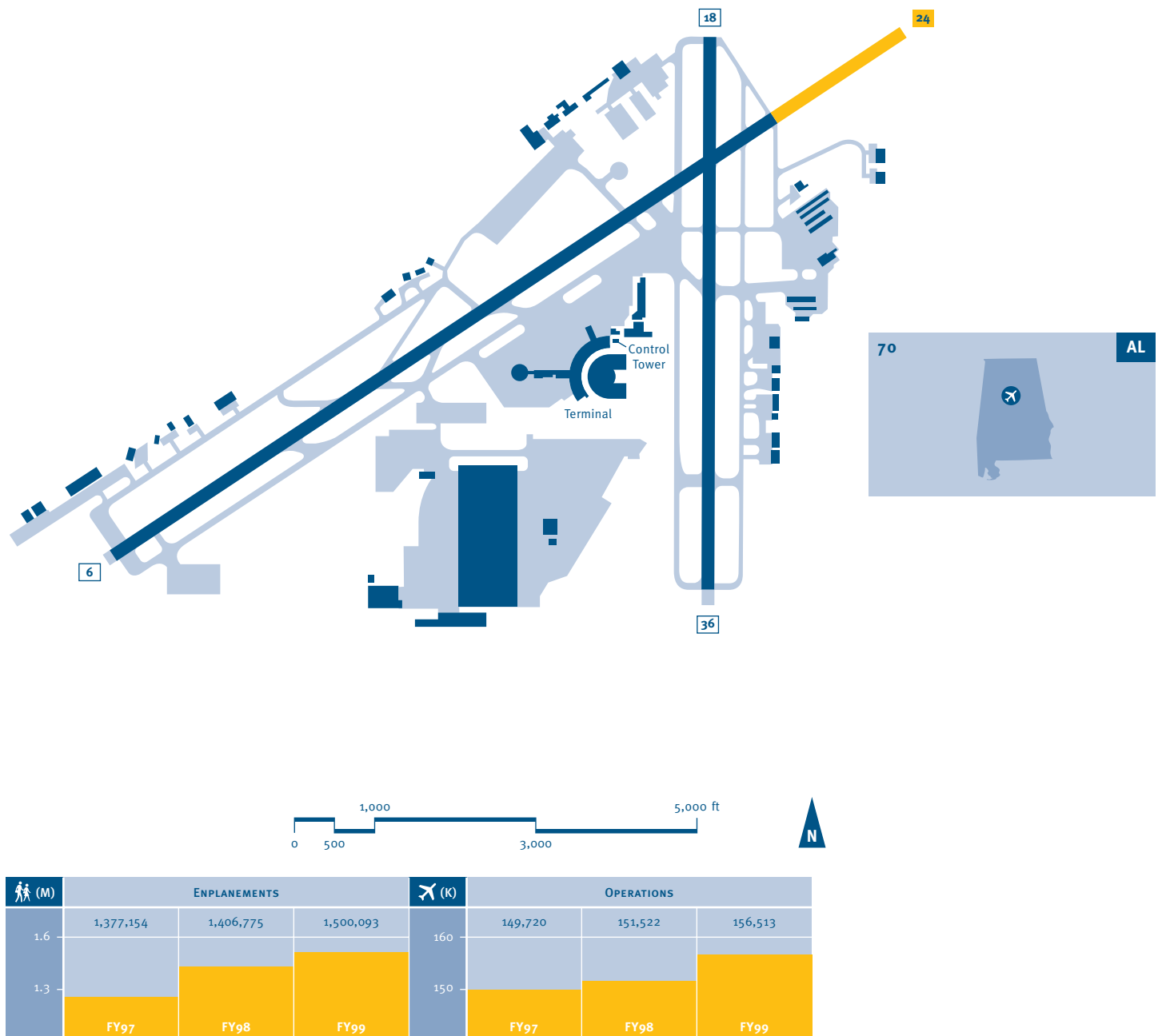
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
3.0	2,668,205	2,703,466	2,990,923	190	168,255	176,679	182,572
2.7	FY97	FY98	FY99	175	FY97	FY98	FY99

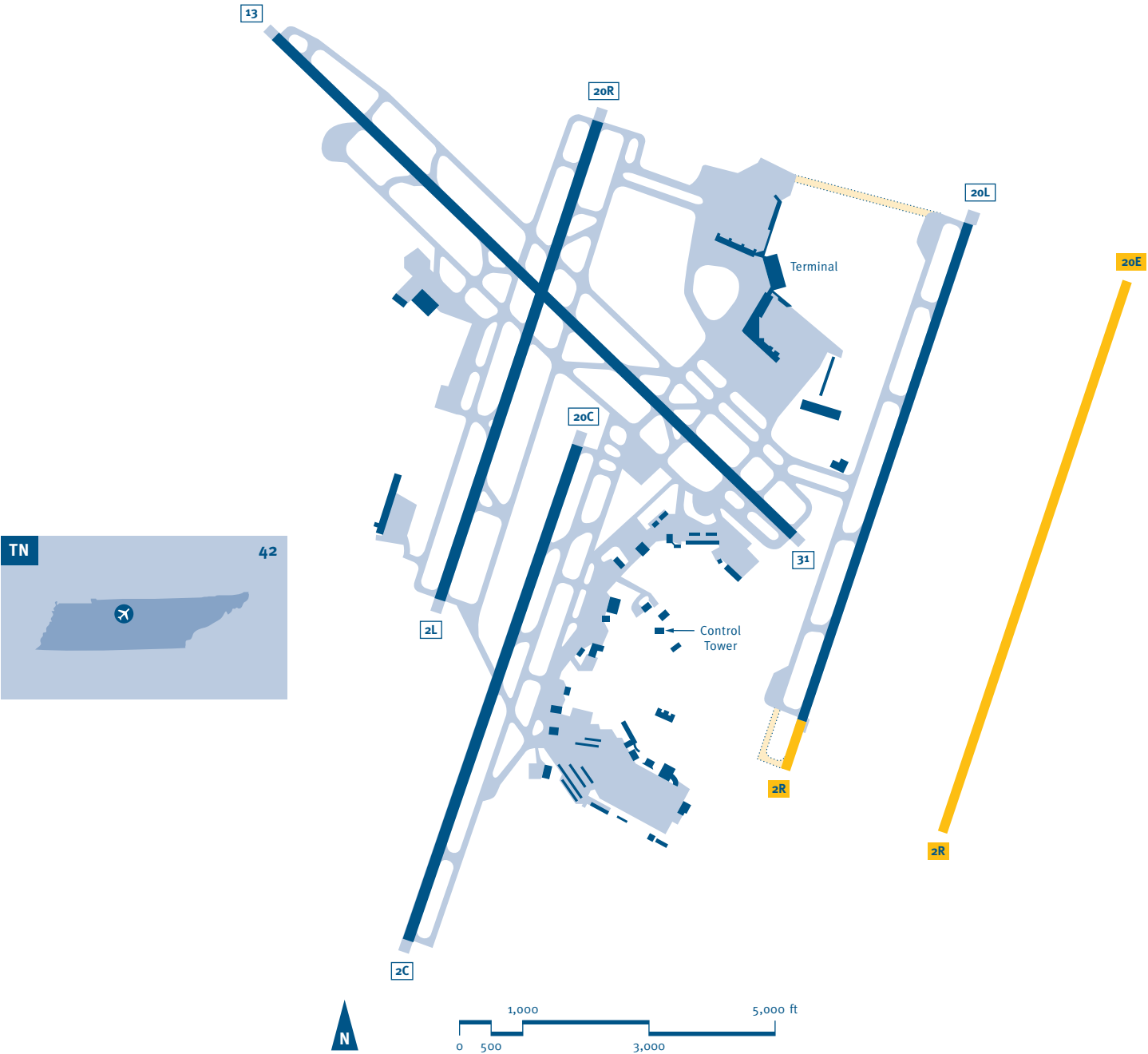
BHM – Birmingham Airport



A 2,000-ft. extension of Runway 5/23 is currently proposed in the Airport's Master Plan. As proposed, the Runway 23 threshold would be displaced by 2,000 ft. Therefore, Runway 23's length available for departures and arrivals would be 12,000 ft. and 10,000 ft., respectively. Runway 5's available length for both arrivals and departures would increase to 12,000 ft. The increased length will allow increased aircraft payloads. An environmental assessment for the runway extension was completed in 1999. The runway extension is planned to be completed by 2002. The total estimated cost is \$17 million.



BNA – Nashville International Airport

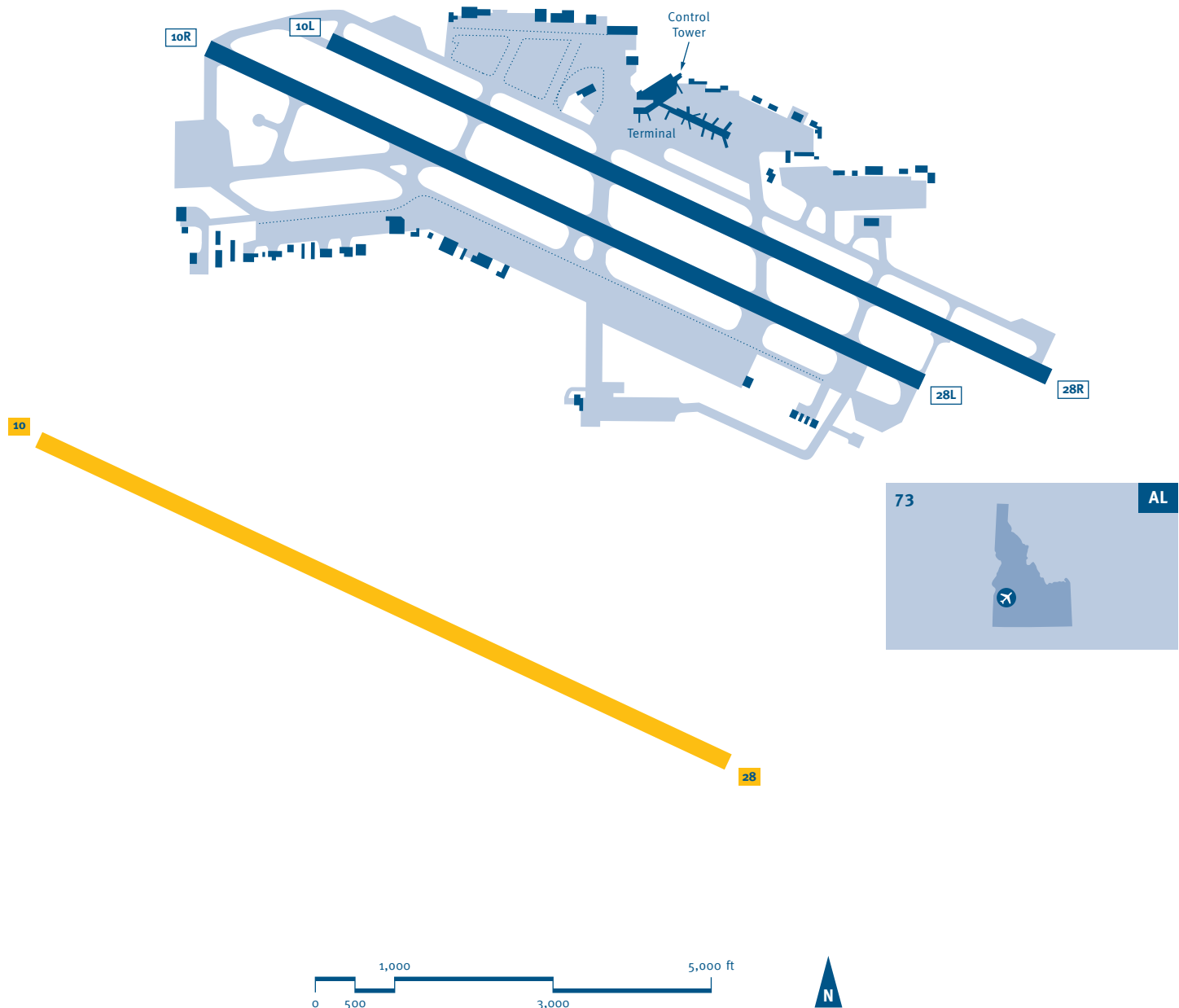
A new Runway 2E/20E is planned for the future between 1,500 and 3,500 ft. from Runway 2R/20L. In addition, an extension to Runway 2R/20L is planned.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
4.2	3,637,283	3,899,870	4,124,254	240	210,898	225,619	239,075
3.2				220			
	FY97	FY98	FY99		FY97	FY98	FY99

BOI – Boise Air Terminal

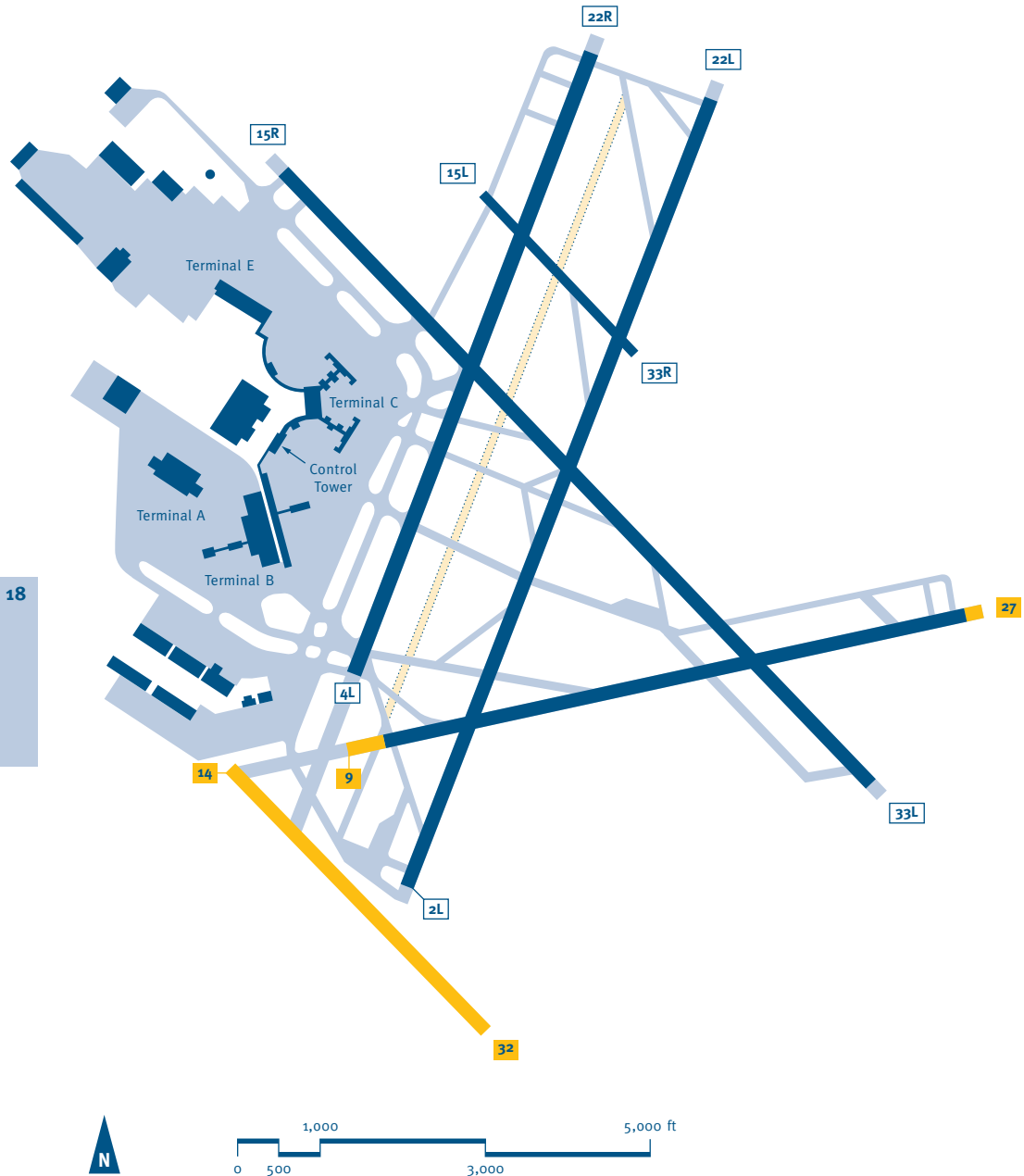
A third parallel Runway 10R/28L is planned for the long-term future. It is planned 5,400 ft. south of existing Runway 10R/28L (to be renamed 10C/28C).





(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.4	1,261,166	1,282,333	1,386,426	190	189,533	184,047	180,155
1.3				180			
	FY97	FY98	FY99		FY97	FY98	FY99

BOS – Boston Logan International Airport

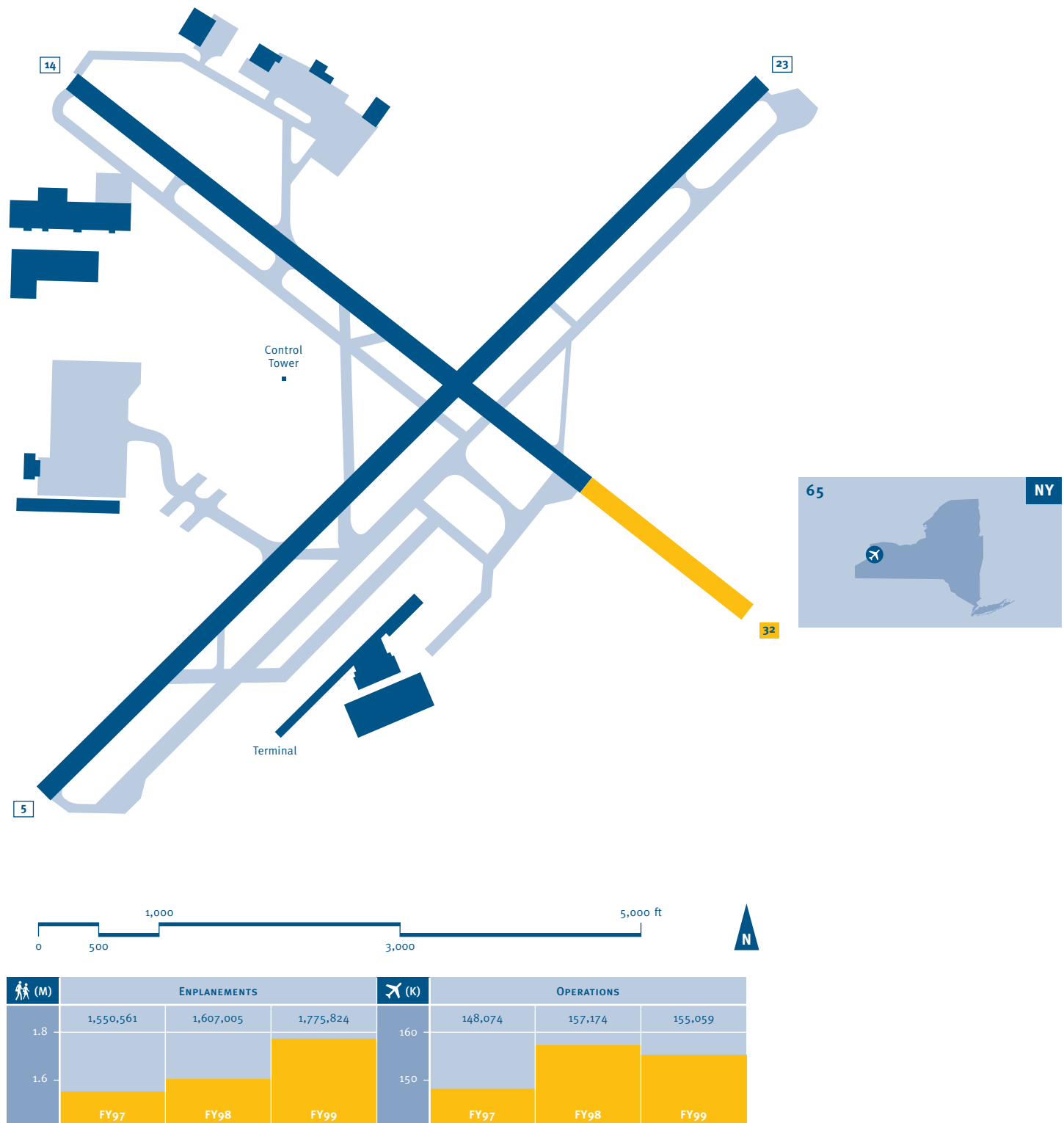
A new uni-directional commuter Runway 14/32, 4,300-ft. from Runway 15R/33L, and a 400 ft. extension of Runway 9/27 are being studied. An Environmental Impact Study is currently in progress for the new runway. The estimated cost of construction is \$50 million. The new runway is planned to be completed in 2005.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
14	12,249,145	12,661,728	13,090,336	520	494,321	511,903	505,483
12				500			
	FY97	FY98	FY99		FY97	FY98	FY99

BUF – Greater Buffalo International Airport



Construction of an extension to Runway 14/32 is planned. Estimated cost of construction is \$4.9 million and it is expected to be completed in 2005.



BUR – Burbank-Glendale-Pasadena Airport

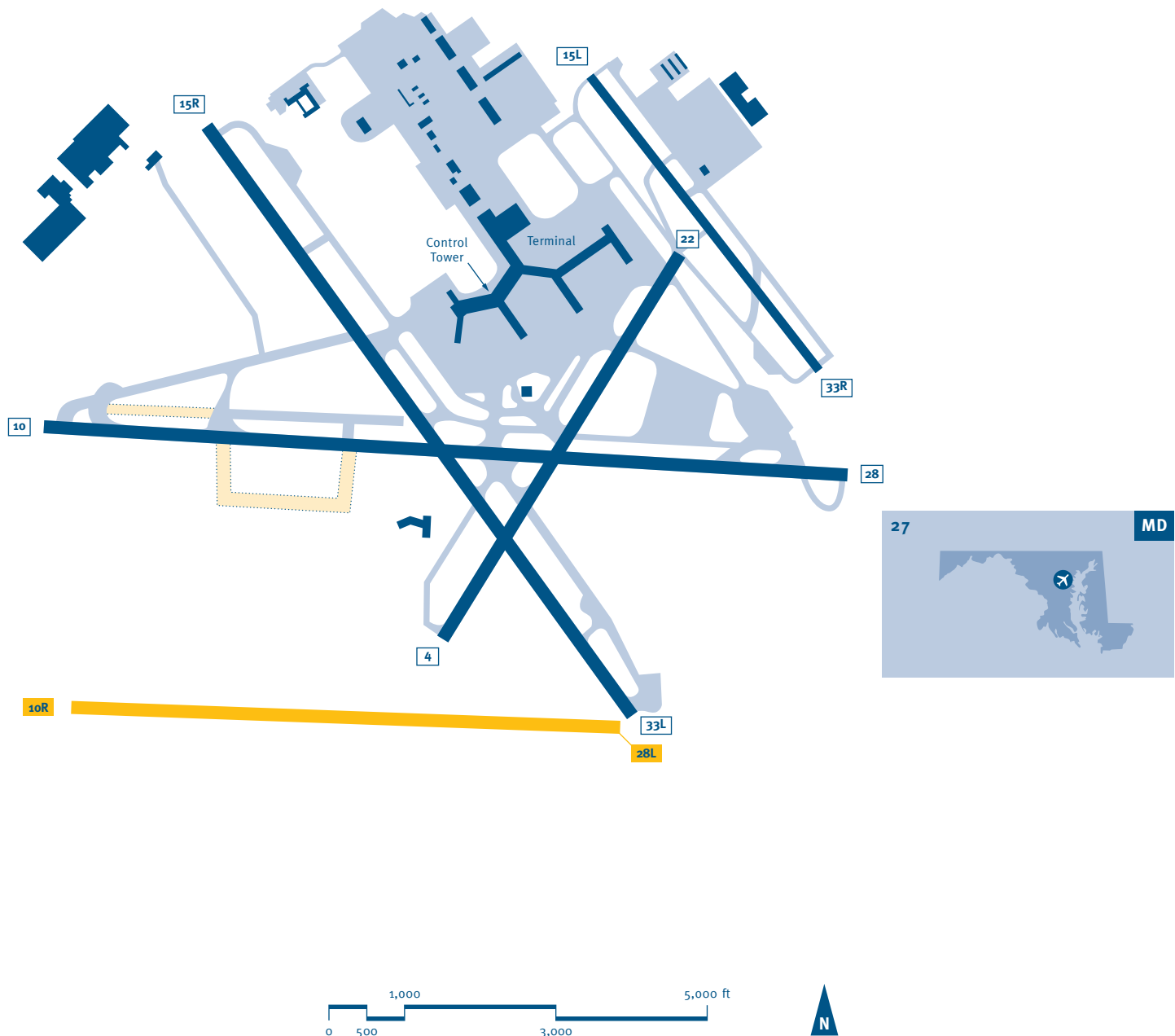
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
2.6	2,362,120	2,351,938	2,386,135	190	183,952	178,856	178,916
2.3				180			
	FY97	FY98	FY99		FY97	FY98	FY99

BWI – Baltimore-Washington International Airport

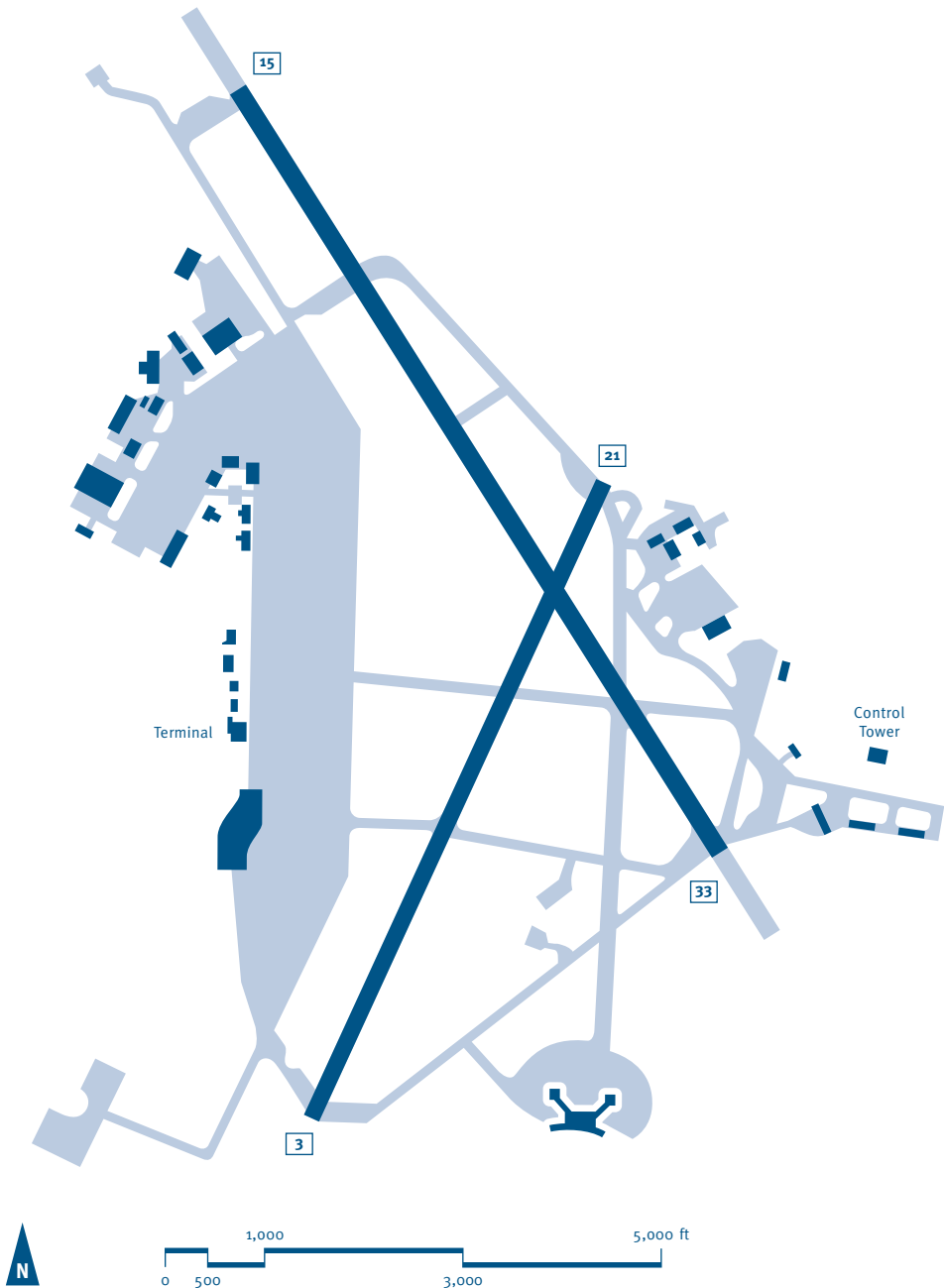
A new 7,800 ft. Runway 10R/28L, is planned to be constructed by 2008, 3,500 ft. south of Runway 10/28. When Runway 10R/28L is constructed, Runway 4/22 will be converted to a taxiway. Estimated cost of construction is \$150 million. Phased terminal expansion plans include adding 20 gates by 2002.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
8.4	7,052,860	7,269,682	8,316,697	310	266,935	277,610	306,819
7.2				280			
	FY97	FY98	FY99		FY97	FY98	FY99

CHS – Charleston International Airport

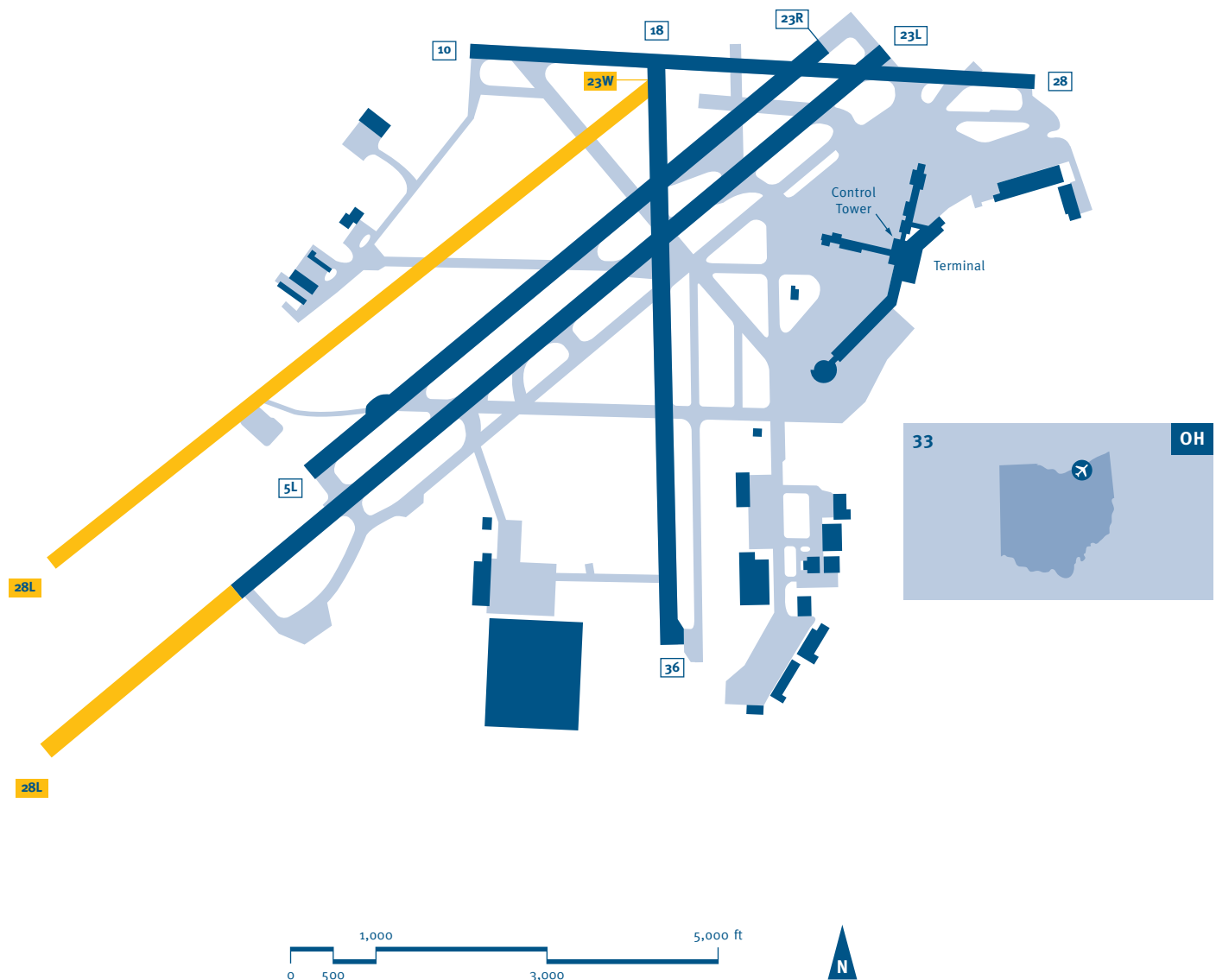
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.80	788,373	778,689	779,322	140	138,433	110,364	129,140
0.77				120			
	FY97	FY98	FY99		FY97	FY98	FY99

CLE – Cleveland Hopkins International Airport

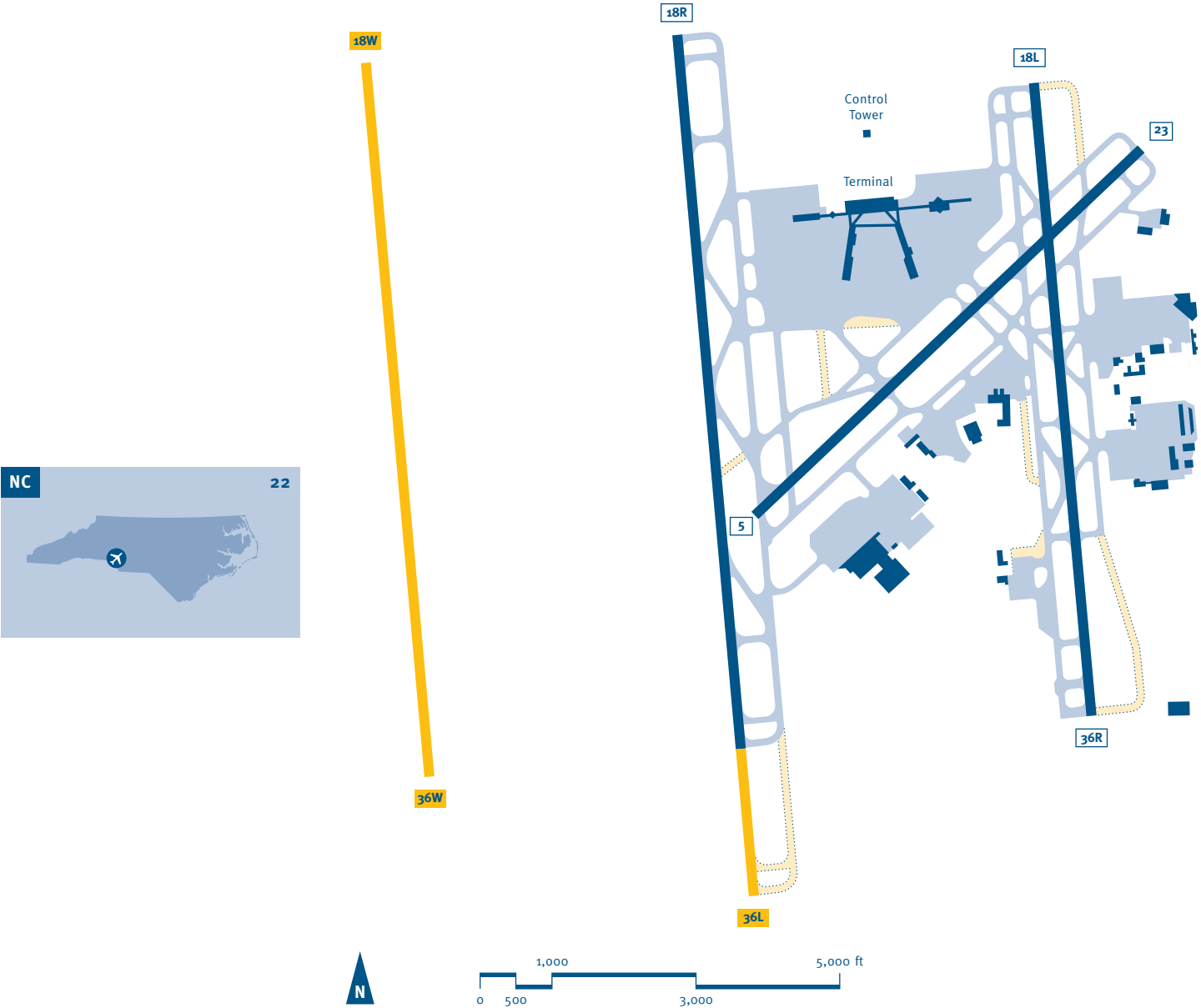
The Master Plan Update, Phase 1, is conditionally approved. The Airport Layout Plan shows construction of a new Runway 5W/23W that would be 9,000 ft. long and 150 ft. wide. Construction is expected to be completed in 2002 at a cost of \$467 million. Also included in the development plan is an extension of the existing Runway 5R/23L from 9,000 ft. to 11,250 ft. at an estimated cost of \$40 million, and conversion of the existing Runway 5L/23R to a parallel taxiway at a cost of \$3 million. All of this work is scheduled for completion by 2005.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
6.0	5,617,279	5,826,731	5,993,436	320	314,004	305,772	316,587
5.5				310			
	FY97	FY98	FY99		FY97	FY98	FY99

CLT – Charlotte/Douglas International Airport

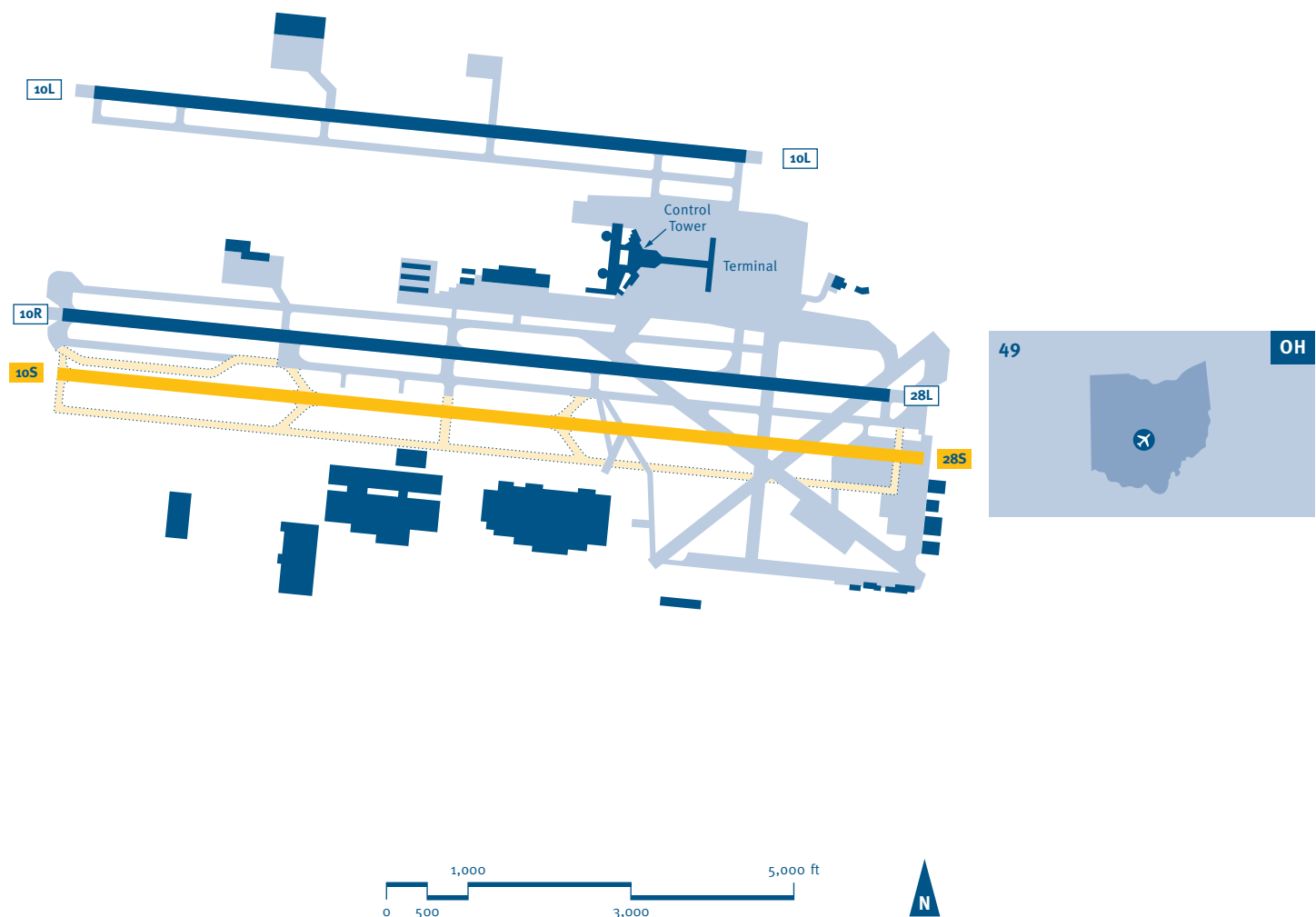
A third parallel 9,000-ft. Runway 18W/36W, 3,700 ft. west of Runway 18R/36L, is being planned. It would permit triple dependent IFR approaches. Land acquisition is ongoing. Construction is expected to start in early 2001 and be completed by mid-2003, at an estimated cost of \$140 million. A 2,000-ft. extension of Runway 18R/36L is also planned. The estimated cost is \$22 million, and it is expected to be operational beyond 2006. The extension is primarily for departures.



	(M)	ENPLANEMENTS			(K)	OPERATIONS		
12		11,328,188	11,377,491	10,754,284	480	463,136	451,793	445,485
11					450			
		FY97	FY98	FY99		FY97	FY98	FY99

CMH – Port Columbus International Airport

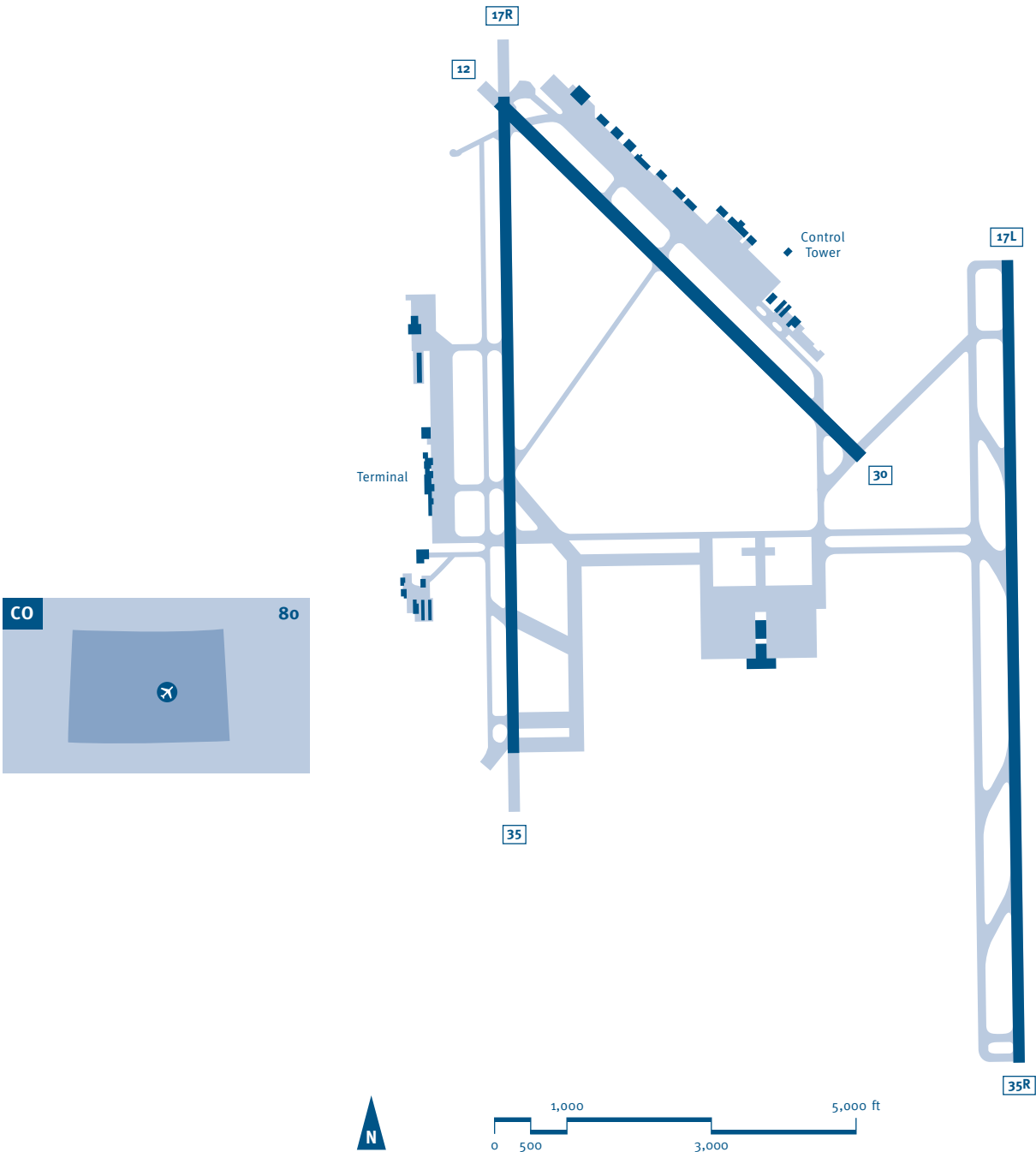
The Airport Layout Plan has been coordinated to show a third parallel Runway 10S/28S, constructed 800 ft. south of the existing Runway 10R/28L. This runway will be 10,250 ft. long and 150 ft. wide, with two high-speed exits, a 90-degree exit at the center, and a 90-degree bypass taxiway at each end. This would provide a 3,650 ft. separation between the proposed Runway 10S/28S and the existing Runway 10L/28R. With the installation of the Precision Runway Monitor (PRM), the existing Runway 10L/28R and the proposed Runway 10S/28S could be used for arrival air traffic. Runway 10R/28L would be used as the departure runway. Expected operational date is 2020, with project costs estimated at \$100 million.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
3.4	3,374,106	3,231,565	3,309,279	230	213,248	227,862	228,974
3.2				215			
	FY97	FY98	FY99		FY97	FY98	FY99

COS – Colorado Springs Municipal Airport

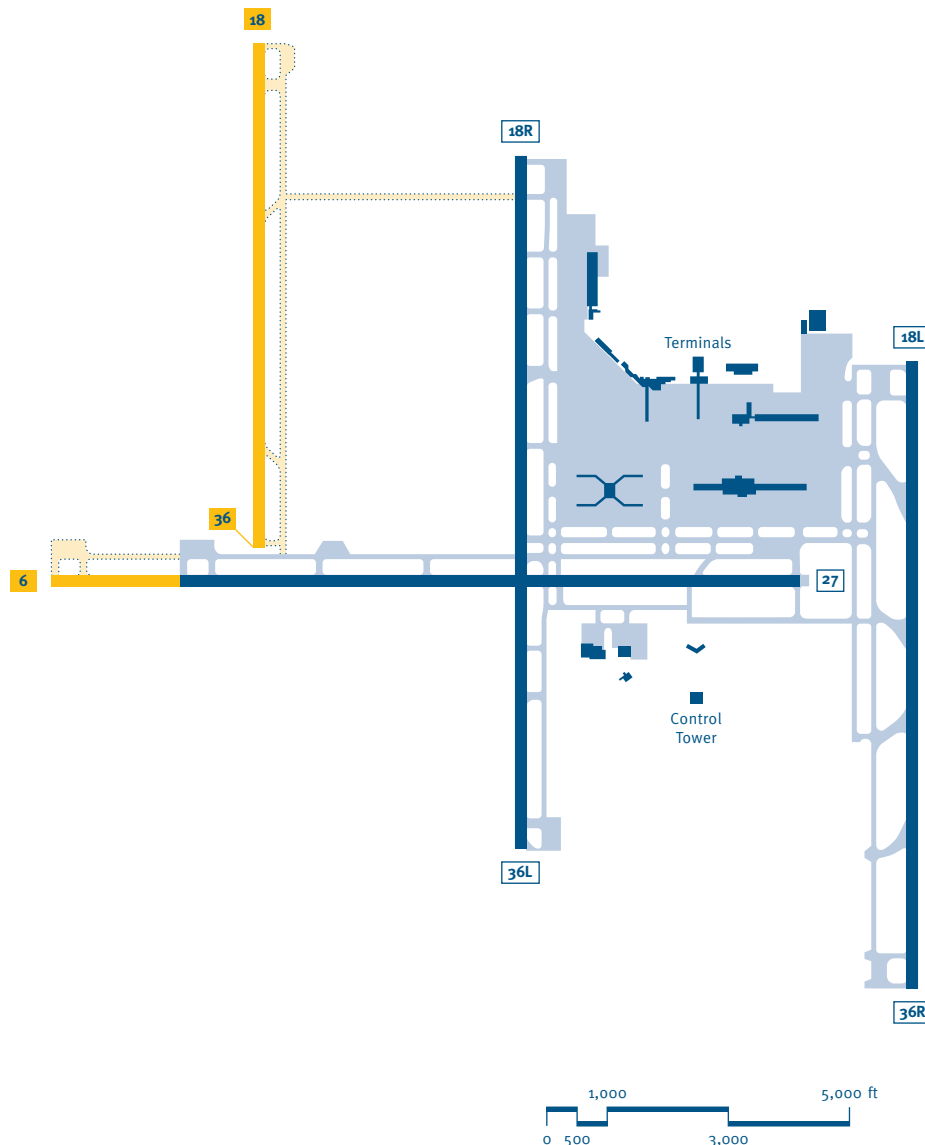
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
2.5	2,327,639	1,329,355	1,247,484	240	219,428	173,273	223,223
1.5	FY97	FY98	FY99	190	FY97	FY98	FY99

CVG – Greater Cincinnati International Airport

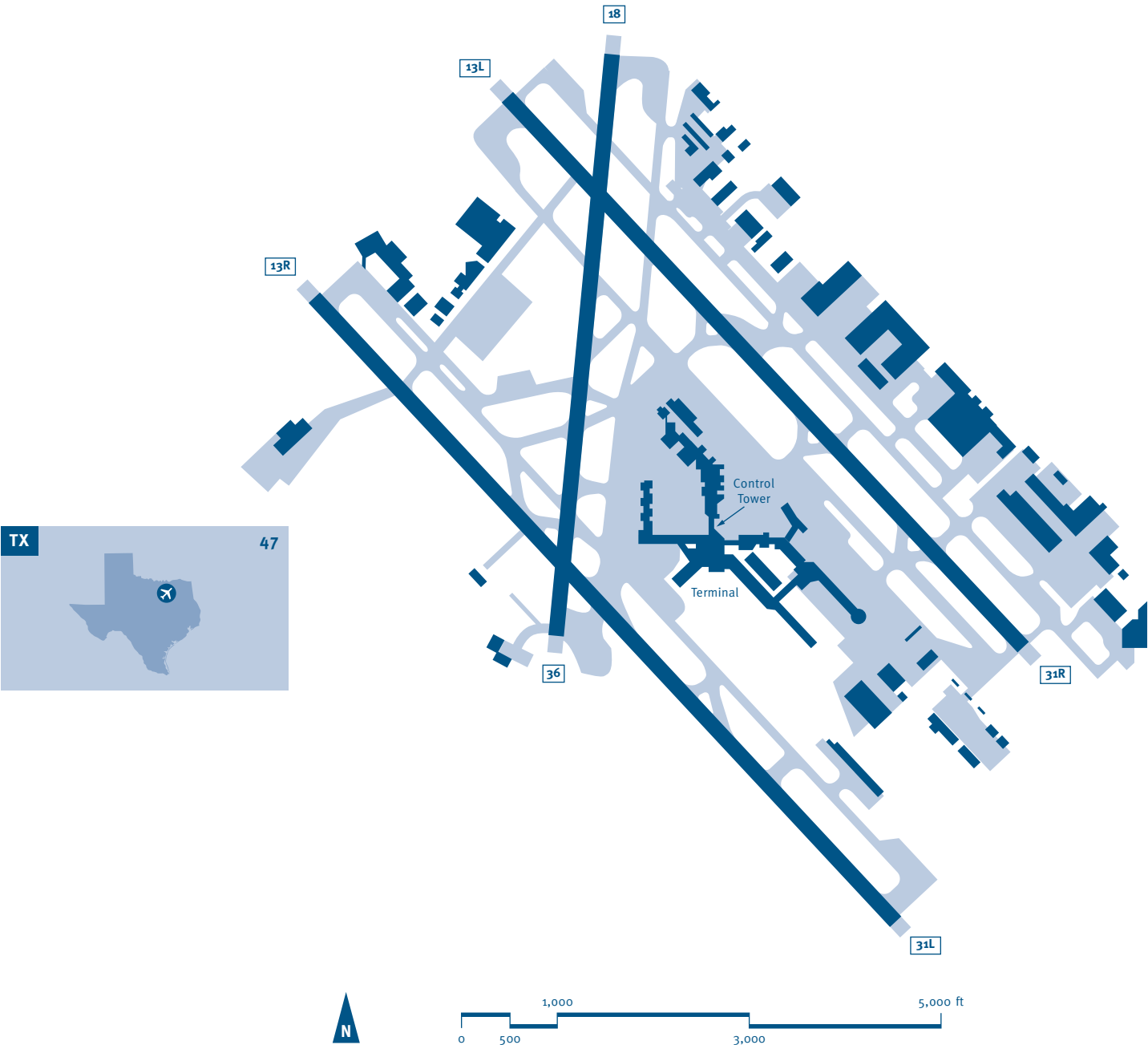
A new 8,000 ft. third parallel Runway 18R/36L is planned to be located 3,500 to 5,000 ft. west of the existing Runway 18R/36L (to be renamed 18C/36C). The estimated cost is \$233 million. The expected operational date is 2004. The new runway may allow triple independent IFR approaches. A 2,000 ft. extension of Runway 9/27 is also planned. It is expected to be completed by 2003, at an estimated cost of \$12 million. The extension would allow departures of aircraft with heavier payloads and/or longer haul-lengths. An EIS is currently underway for both projects, and is expected to be completed by late 2000.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
11	9,685,069	10,352,131	10,801,642	480	412,102	437,716	466,030
10				430			
	FY97	FY98	FY99		FY97	FY98	FY99

DAL – Dallas-Love Field

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.

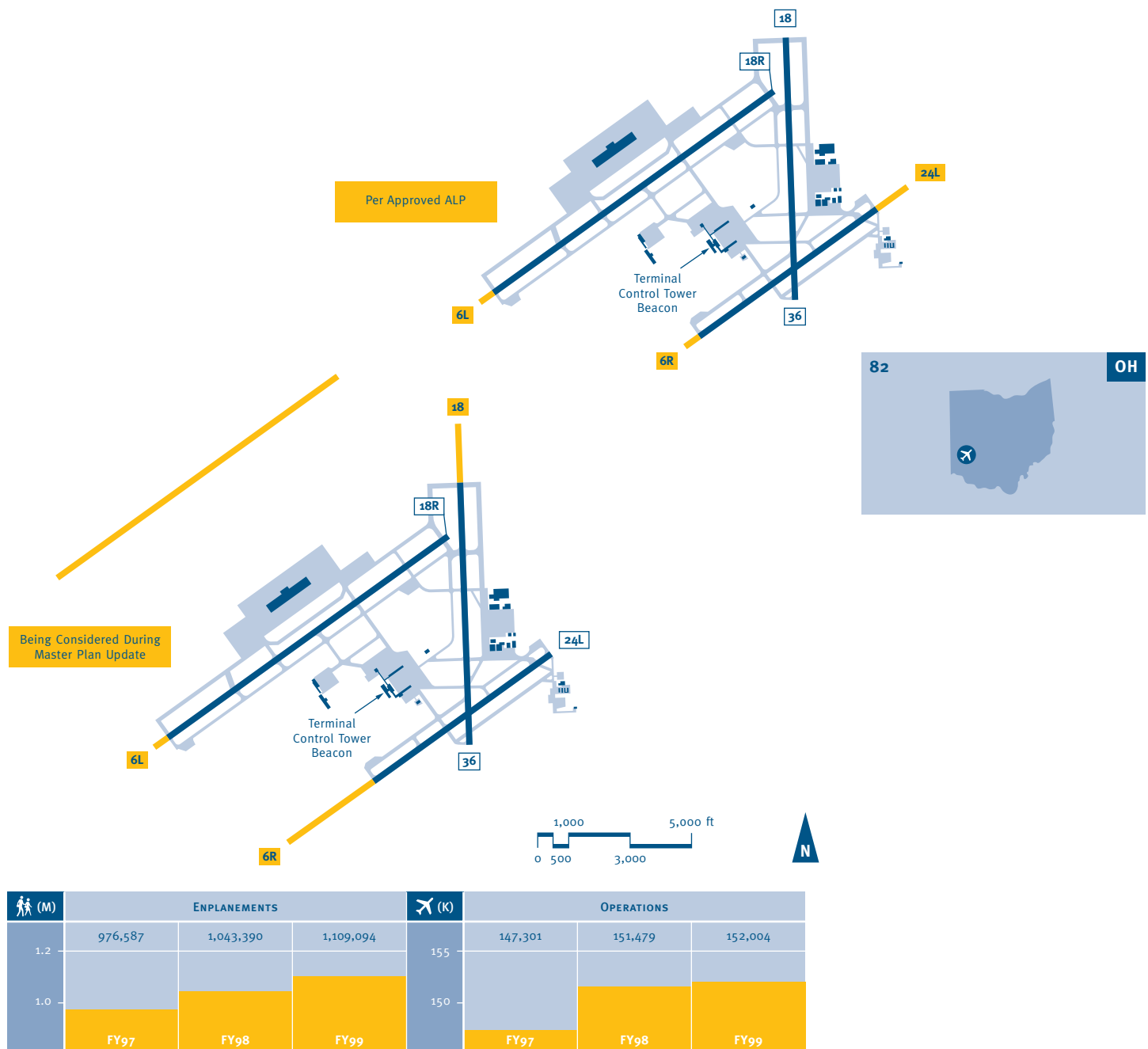


<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
	3,481,830	3,340,607	3,415,726		227,713	234,962	243,140
3.6				250			
3.4	FY97	FY98	FY99	230	FY97	FY98	FY99

DAY – Dayton International Airport

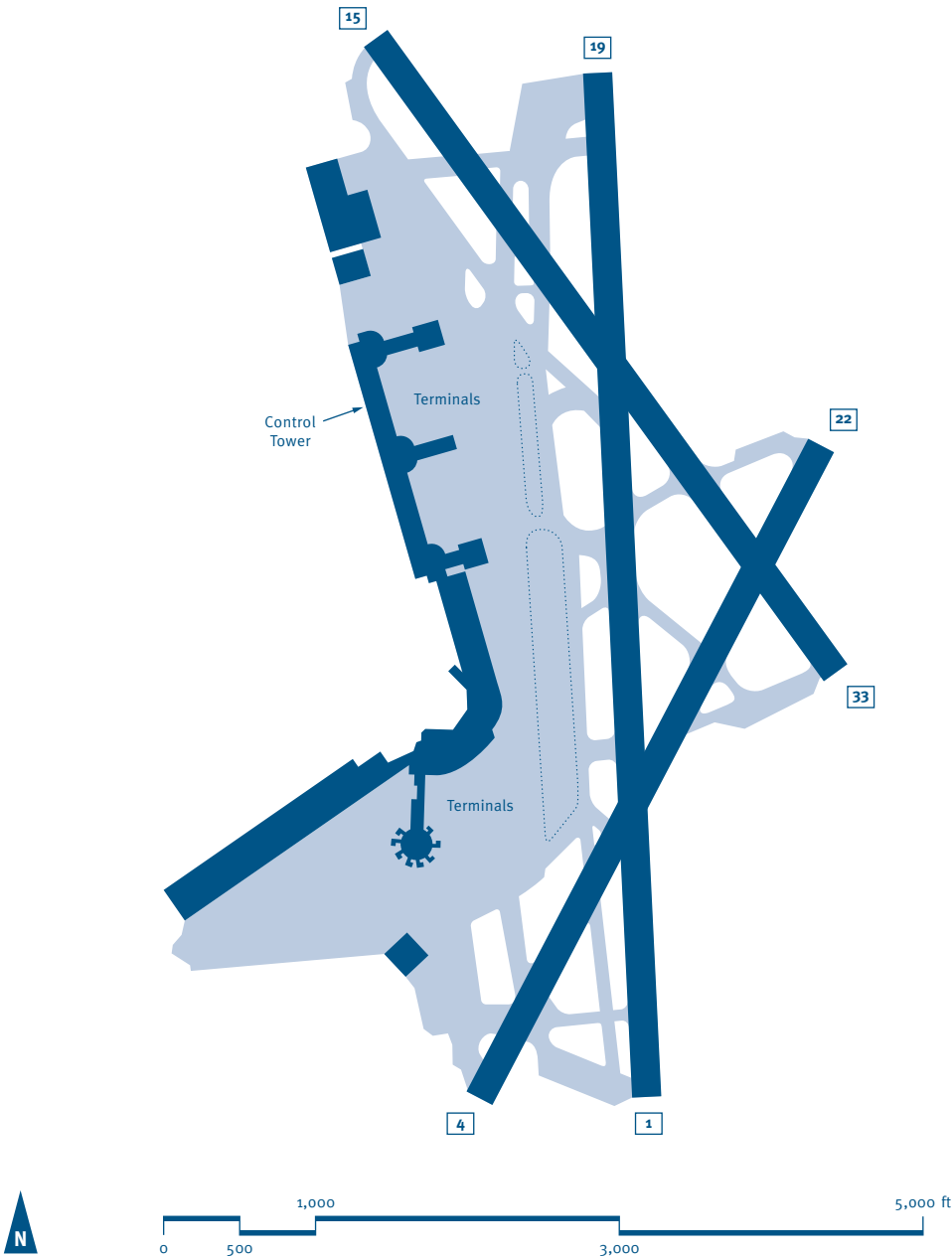
The approved Airport Layout Plan (ALP) shows a proposed 600-ft. extension to Runway 6L end to provide a total length of 11,500 ft. The ALP also shows a proposed 815-ft. extension to Runway 6R end and a 1,540-ft. extension to Runway 24L end to provide a total length of 9,355-ft.



The City of Dayton is currently updating their Master Plan and is considering the following revisions: (1) a northerly shift of Runway 18/36 including an extension to Runway 18 end to provide a total length of 9,500 ft; (2) an additional extension to Runway 6R end to provide a total length of 11,000 ft; and, (3) construction of a third parallel runway northwest of Runway 6L/24R to provide a total length of 11,000 ft.



DCA – Ronald Reagan National Airport

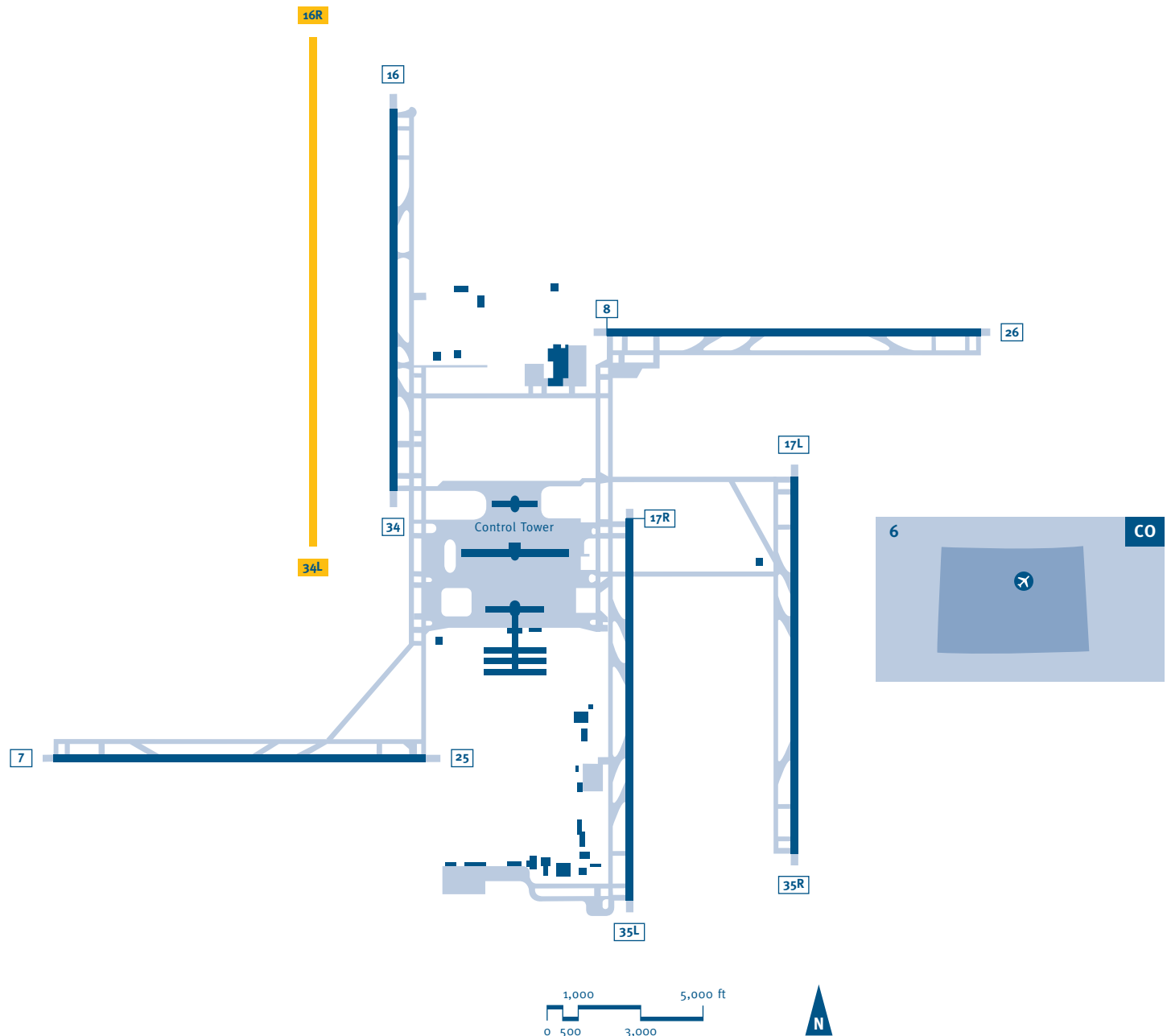
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
7.6	7,408,118	7,574,624	7,277,596	320	314,931	308,311	315,737
7.3				310			
	FY97	FY98	FY99		FY97	FY98	FY99

DEN – Denver International Airport

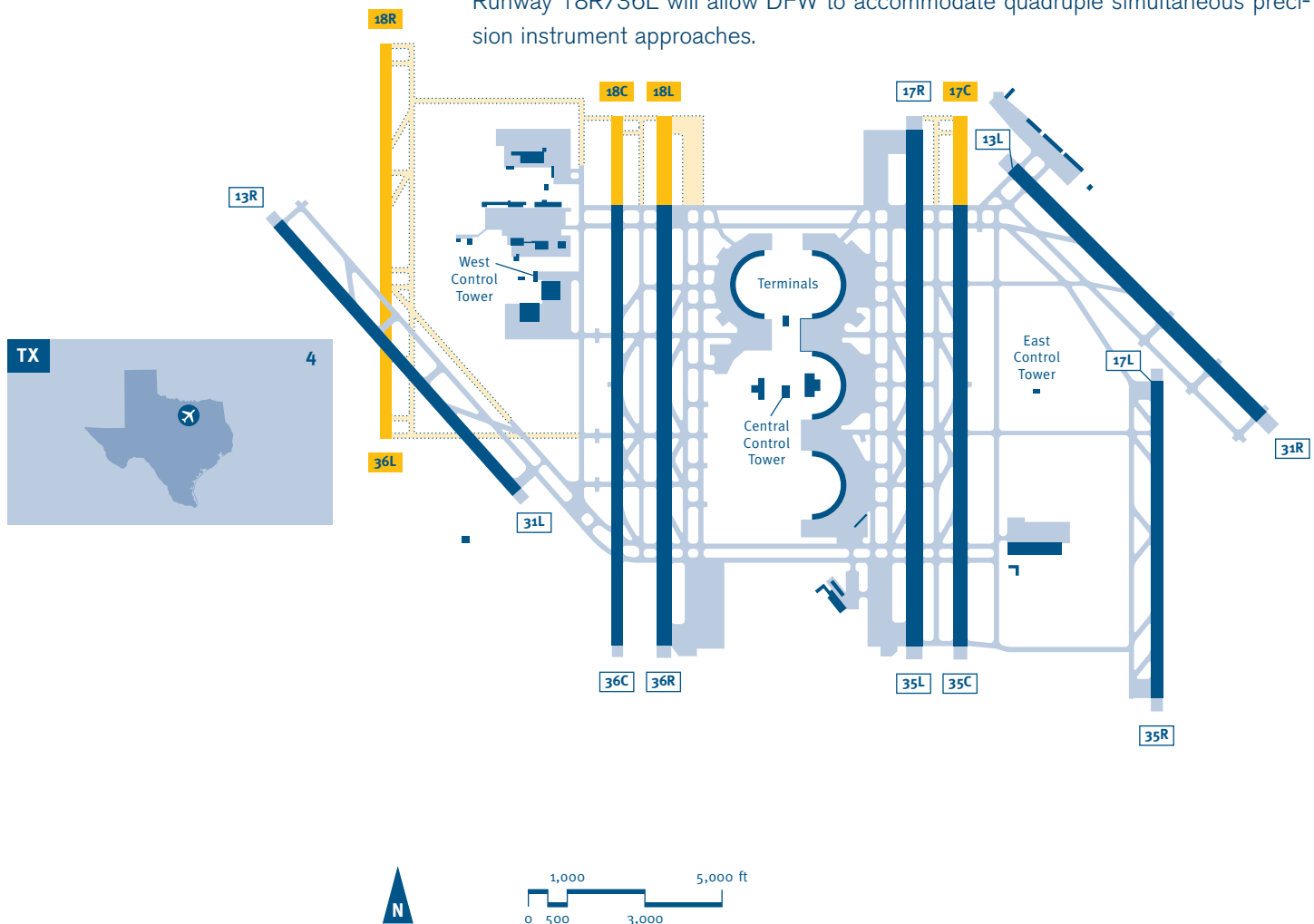
Runway 16R/34L is the last of the six original runways to be built at the new airport. It will be separated 2,600 ft. from Runway 16L/34R, and be 16,000 ft. in length. The runway is expected to be completed in 2004, at an estimated cost of \$160 million. The cargo apron was expanded and Taxiway A extended with local funds in 1998.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
20	16,237,550	17,325,676	18,148,611	500	479,257	484,756	494,884
17				485			
	FY97	FY98	FY99		FY97	FY98	FY99

DFW – Dallas-Fort Worth International Airport

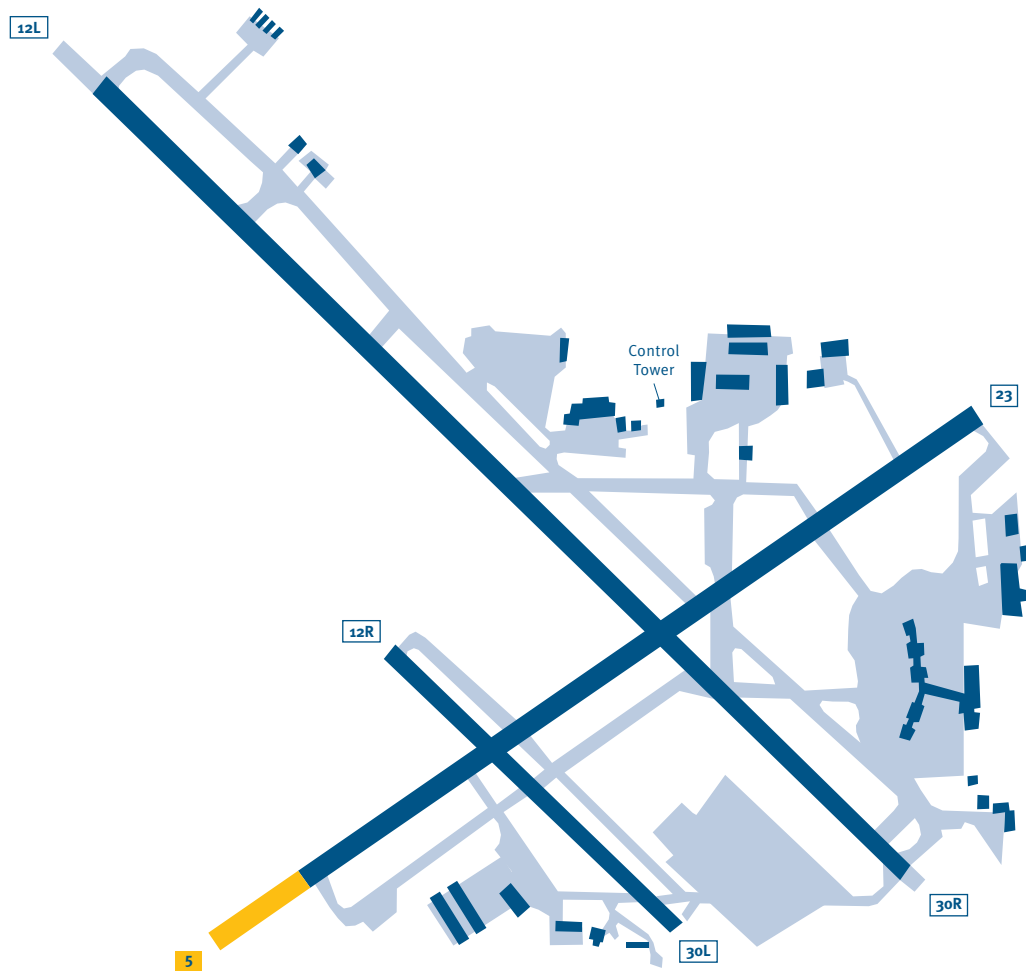
Proposed 2,000-ft. extensions to all of the north/south parallel runways will provide an overall length of 13,400 ft. for each. An environmental assessment for the extensions to Runway 17C/35C, Runway 18L/36R, and Runway 18R/36L was completed in 1998. All extensions are expected to be completed by 2004. The estimated cost of the extensions is \$92 million. A terminal expansion program has recently been completed that added five new jet departure gates to the south side of Terminal 2W; provided baggage and passenger connections to Terminal 2E; and renovated a portion of Terminal 2W. The total cost of this program was approximately \$100 million. Construction on the west runway, Runway 18R/36L, will begin when warranted by aviation demand. It could be available as early as 2005. The estimated cost is \$367.3 million. It will be located 5,800 ft. west of Runway 18R/36L (to be renamed 18C/36C), and will be used primarily for arrivals. The addition of Runway 18R/36L will allow DFW to accommodate quadruple simultaneous precision instrument approaches.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
28.5	28,145,193	28,423,672	28,074,665	960	926,534	944,647	867,146
28.0				900			
	FY97	FY98	FY99		FY97	FY98	FY99

DSM – Des Moines International Airport

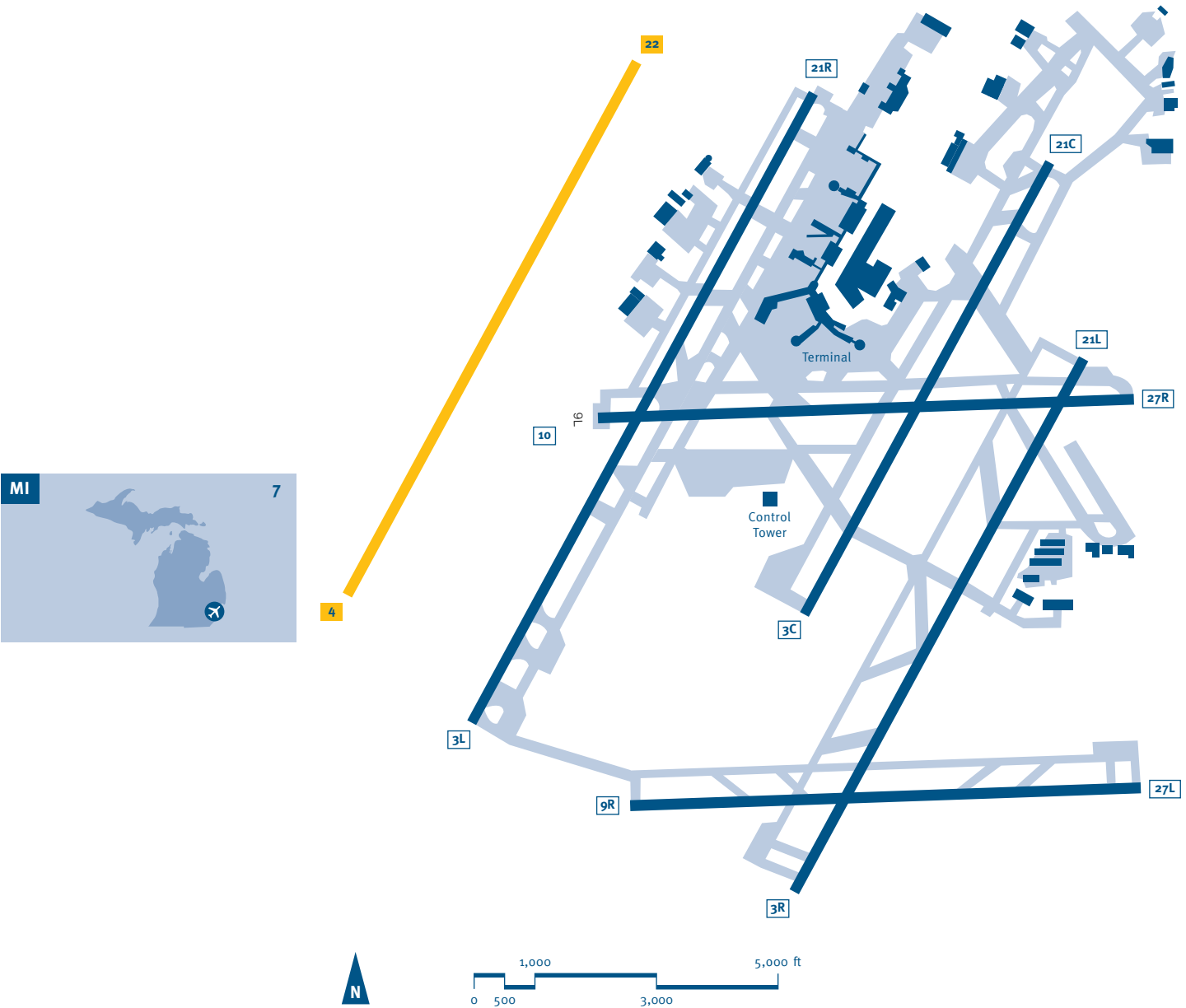
A Finding of No Significant Impact (FONSI) was approved in August 1995, for a southwest extension of Runway 5/23. Construction began in 1997, and is expected to be completed in 2001. Cost for construction is estimated at \$31 million, with an additional estimated \$23 million for road relocation.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.84	818,584	821,061	835,494	140	127,989	131,999	136,054
0.81				130			
	FY97	FY98	FY99		FY97	FY98	FY99

DTW – Detroit Metropolitan Wayne County Airport

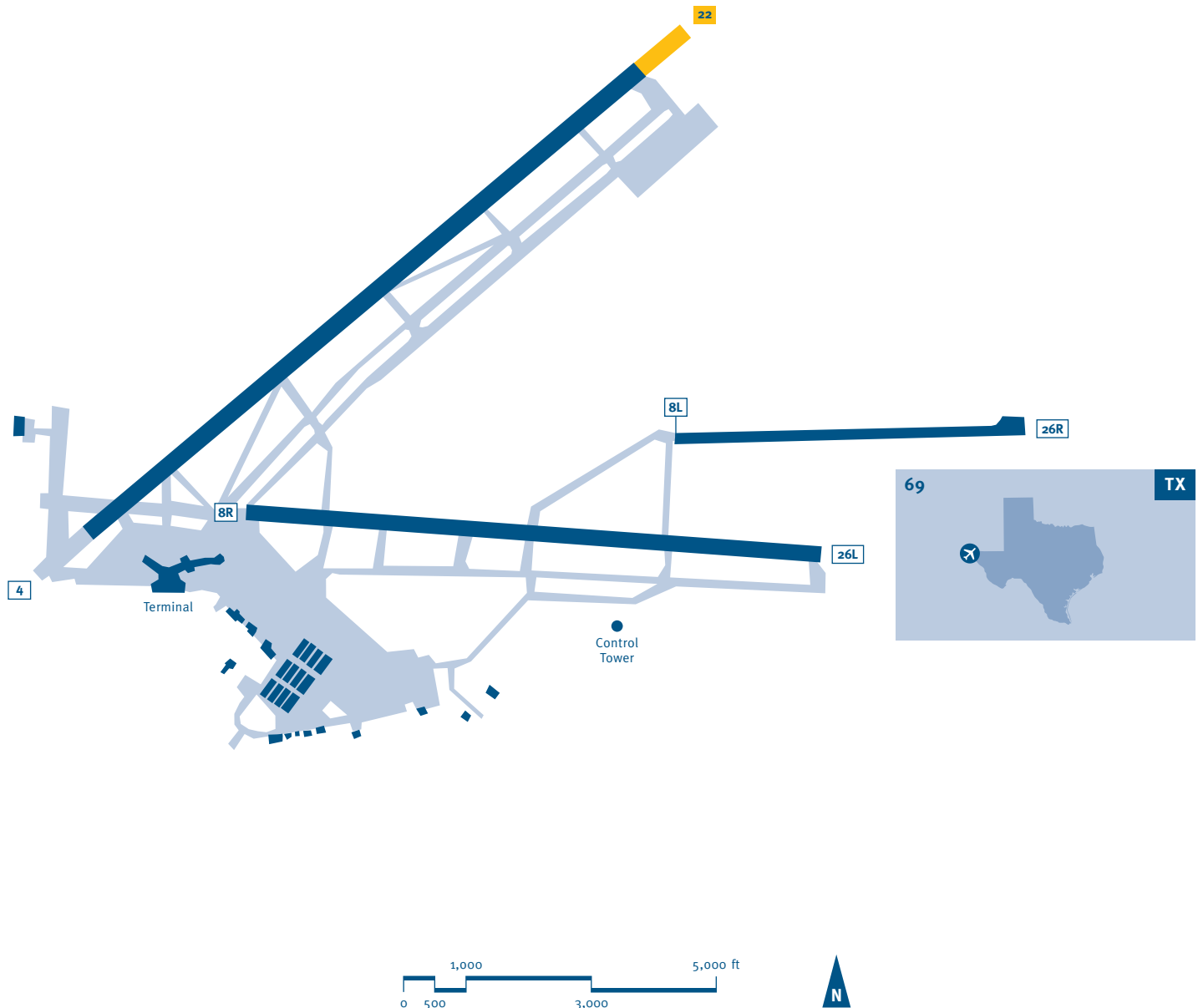
A fourth north-south parallel, Runway 4/22 began in 1999 and should be completed in 2001. The estimated cost of construction is \$116.5 million. This runway could potentially permit triple IFR arrivals with one dependent and one independent pairing. An environmental assessment was submitted in September 1989, and a record of decision was issued in March 1990. Relocation of roads, utilities, and drainage is underway.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
17.0	15,028,353	15,456,583	16,910,175	570	542,626	531,334	561,295
15.5				540			
	FY97	FY98	FY99		FY97	FY98	FY99

ELP – El Paso International Airport

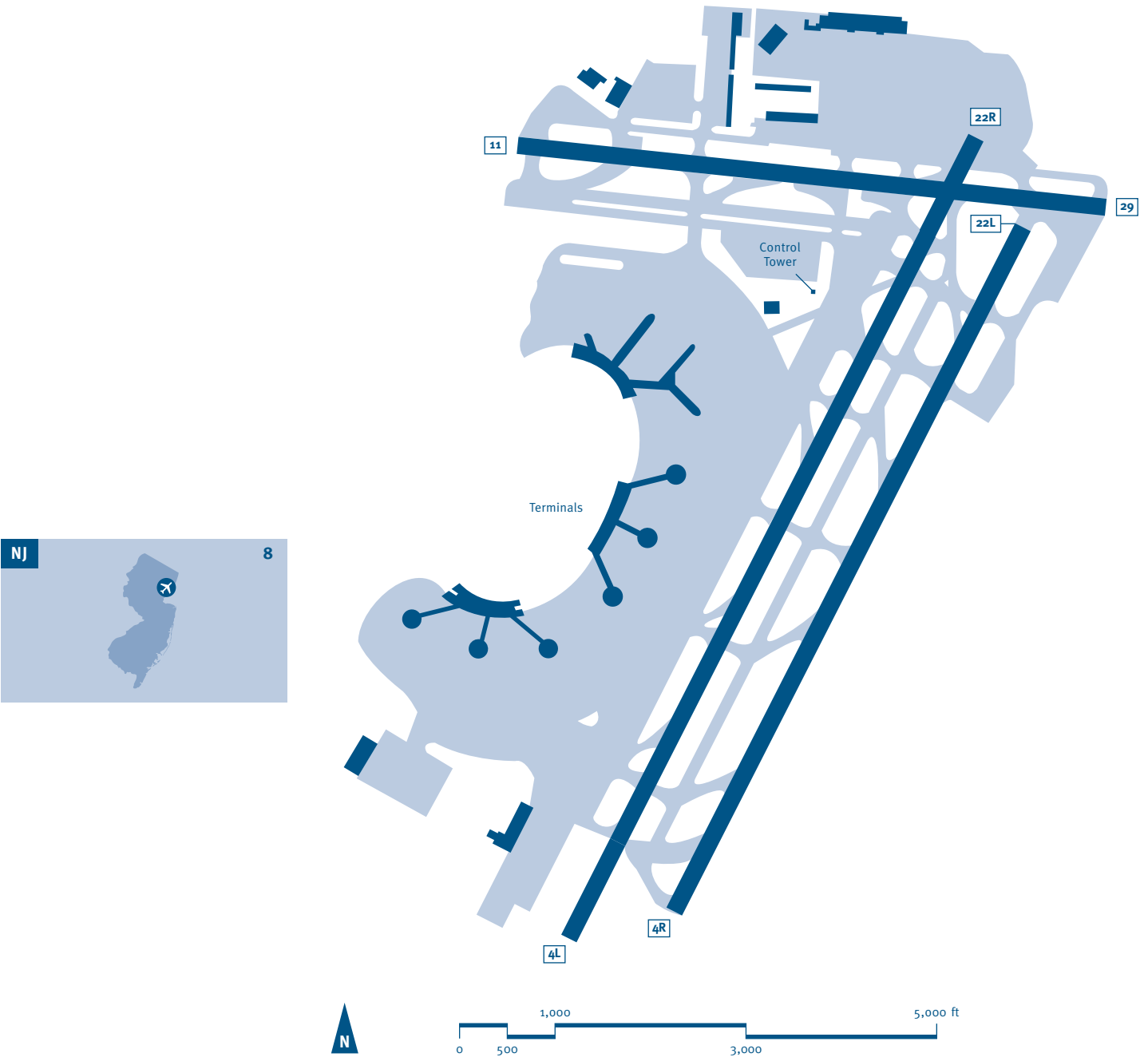
Passenger Facility Charge collection has begun for the 1,000-ft. extension of Runway 22. The estimated cost is \$8 million.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.8	1,675,241	1,631,484	1,663,004	150	134,756	138,138	144,761
1.6				140			
	FY97	FY98	FY99		FY97	FY98	FY99

EWR – Newark International Airport

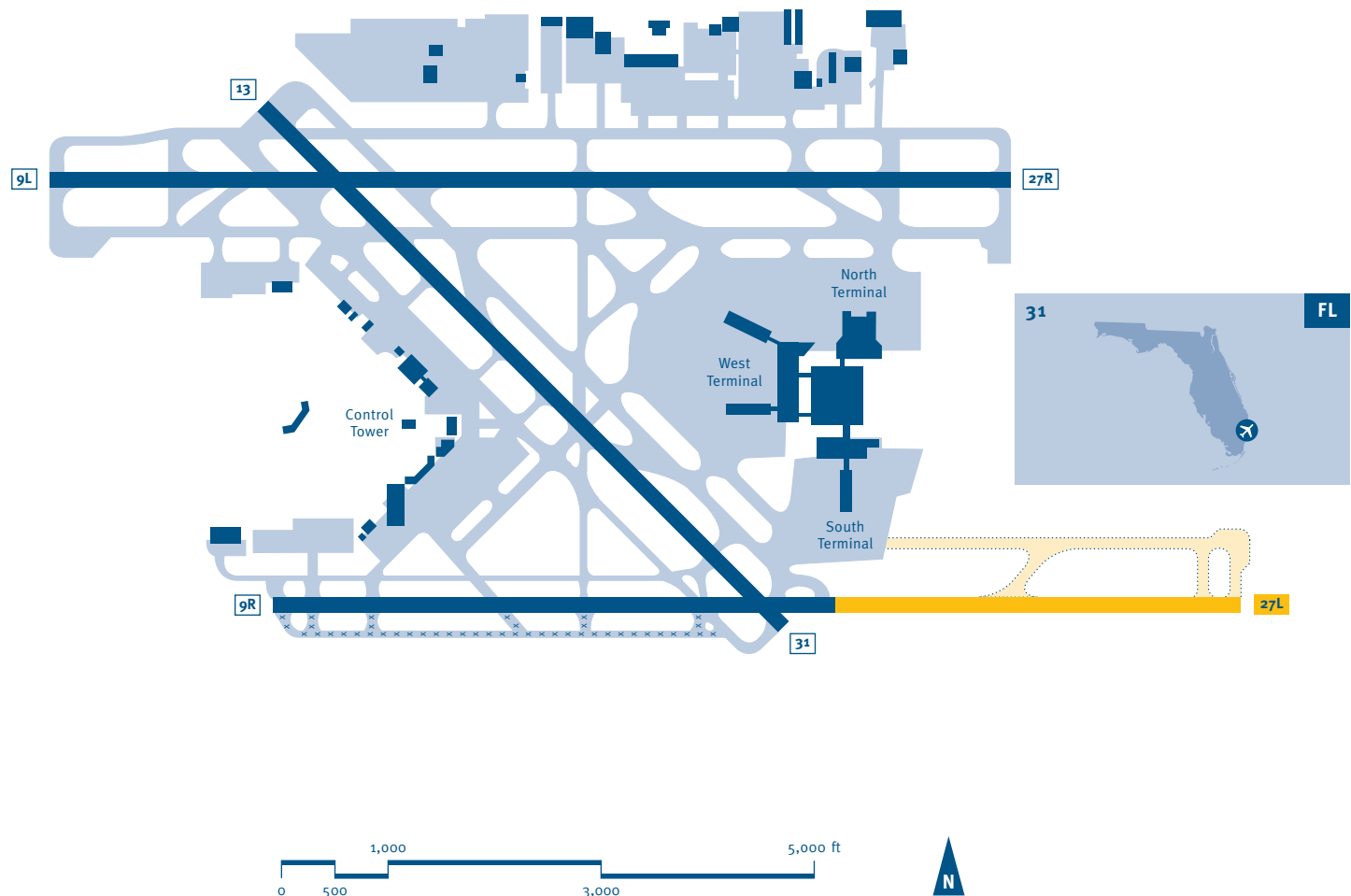
A 2,800 foot extension to Runway 4L/22R (4L extension of 1,000 feet, 22R extension of 1,800 feet) has recently been completed.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
18	15,162,431	16,112,546	16,794,443	470	467,688	461,237	463,492
16				460			
	FY97	FY98	FY99		FY97	FY98	FY99

FLL – Fort Lauderdale-Hollywood International Airport

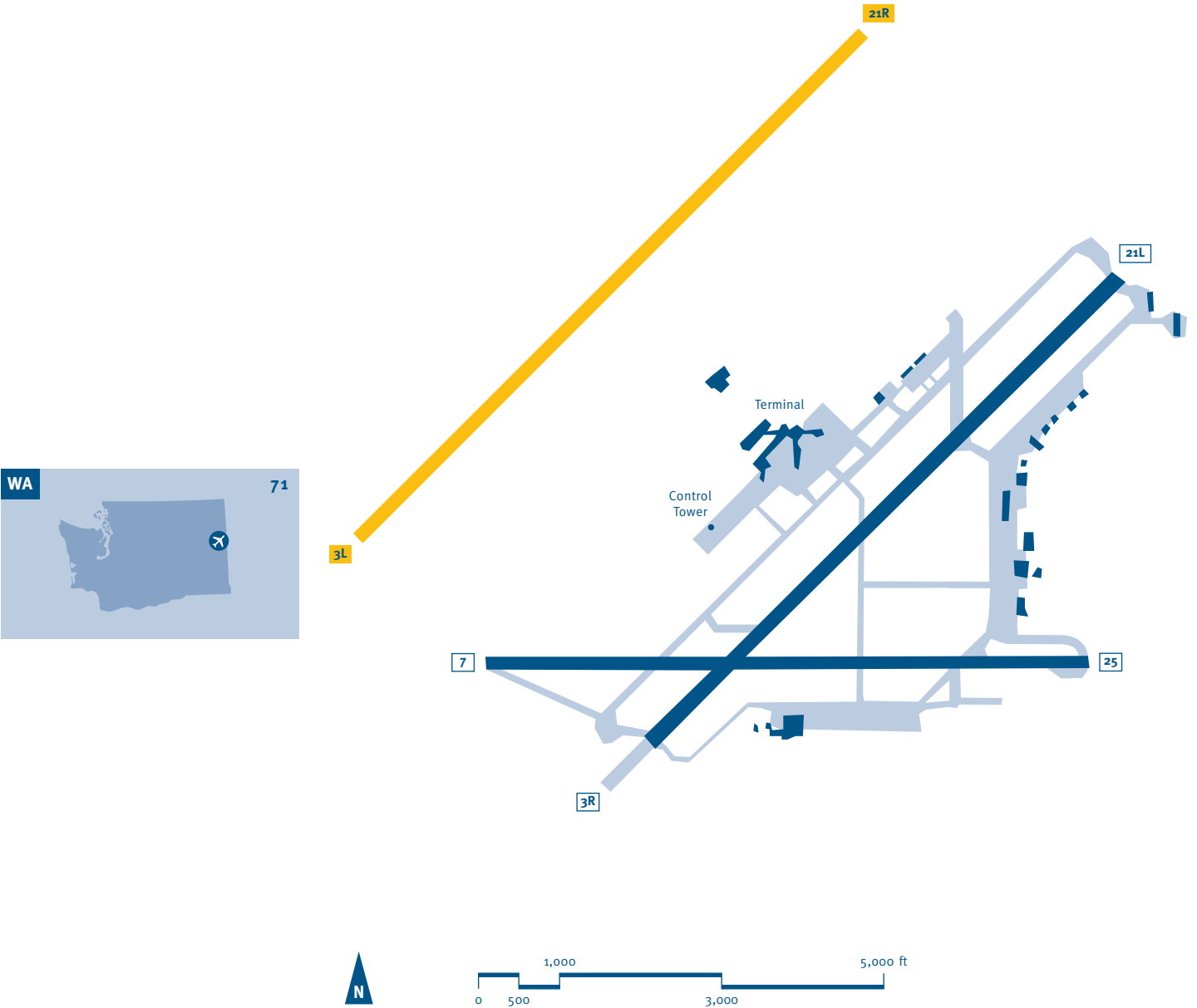
An extension of the short parallel Runway 9R/27L to 9,000 ft. is planned to provide the airport with a second parallel, air carrier runway. An EIS is underway and expected to be completed in 2000. A Record of Decision (ROD) is expected in June of 2001. Construction is expected to begin in 2003. The estimated cost of construction is \$300 million. The anticipated operational date is 2005. The extended runway would be used for arrivals and departures and would allow dual dependent IFR arrivals of all types of aircraft.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
7	6,427,268	6,046,536	6,858,842	290	246,186	249,422	279,823
6				260			
	FY97	FY98	FY99		FY97	FY98	FY99

GEG – Spokane International Airport

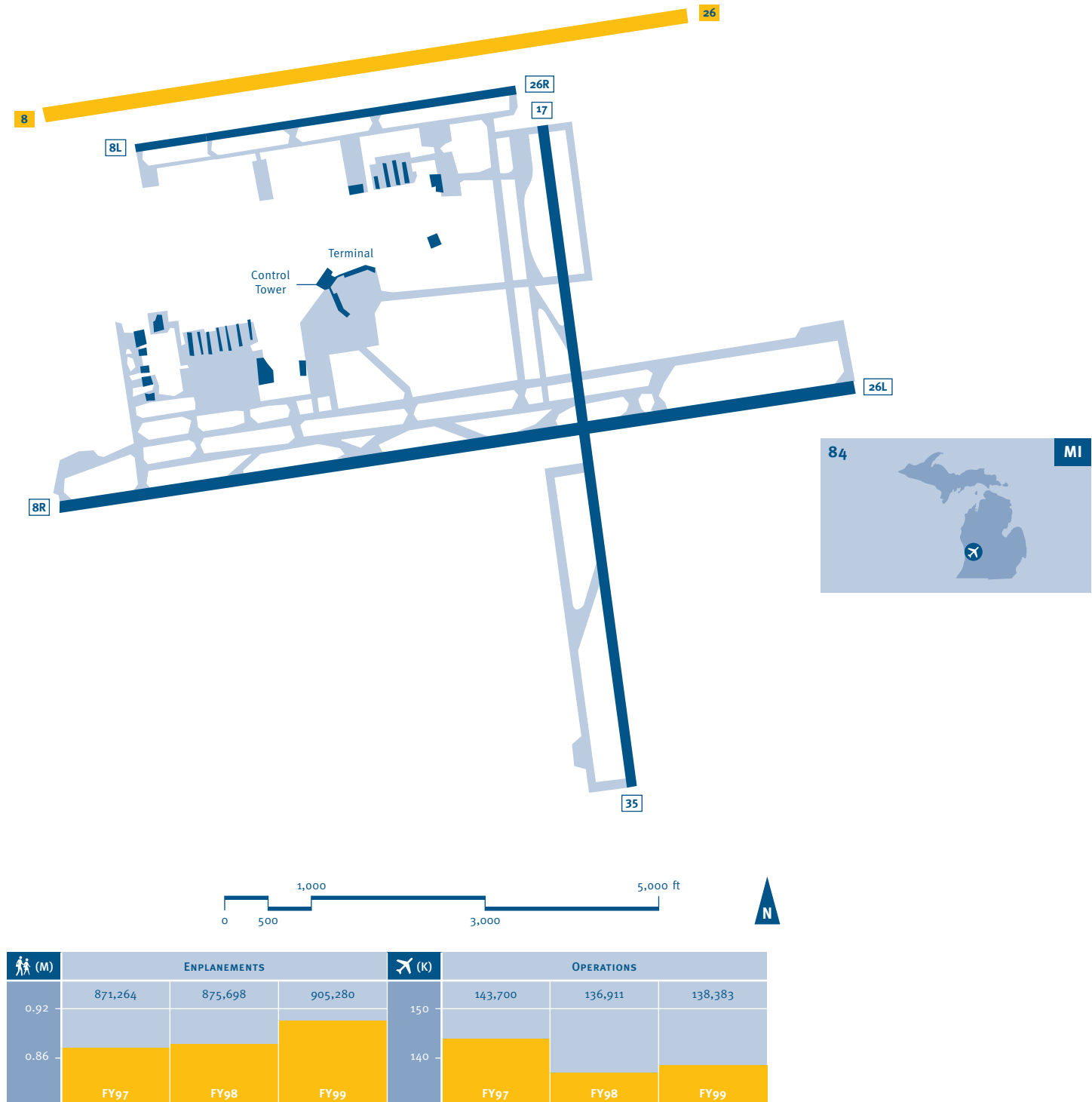
The long-term future plan is to construct a new parallel Runway 3L/21R, 8,800 ft. long and separated from Runway 3R/21L by 4,400 ft. This would enable independent parallel operations, doubling hourly IFR arrival capacity.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.6	1,533,473	1,472,901	1,494,400	120	107,741	106,234	114,793
1.5				110			
	FY97	FY98	FY99		FY97	FY98	FY99

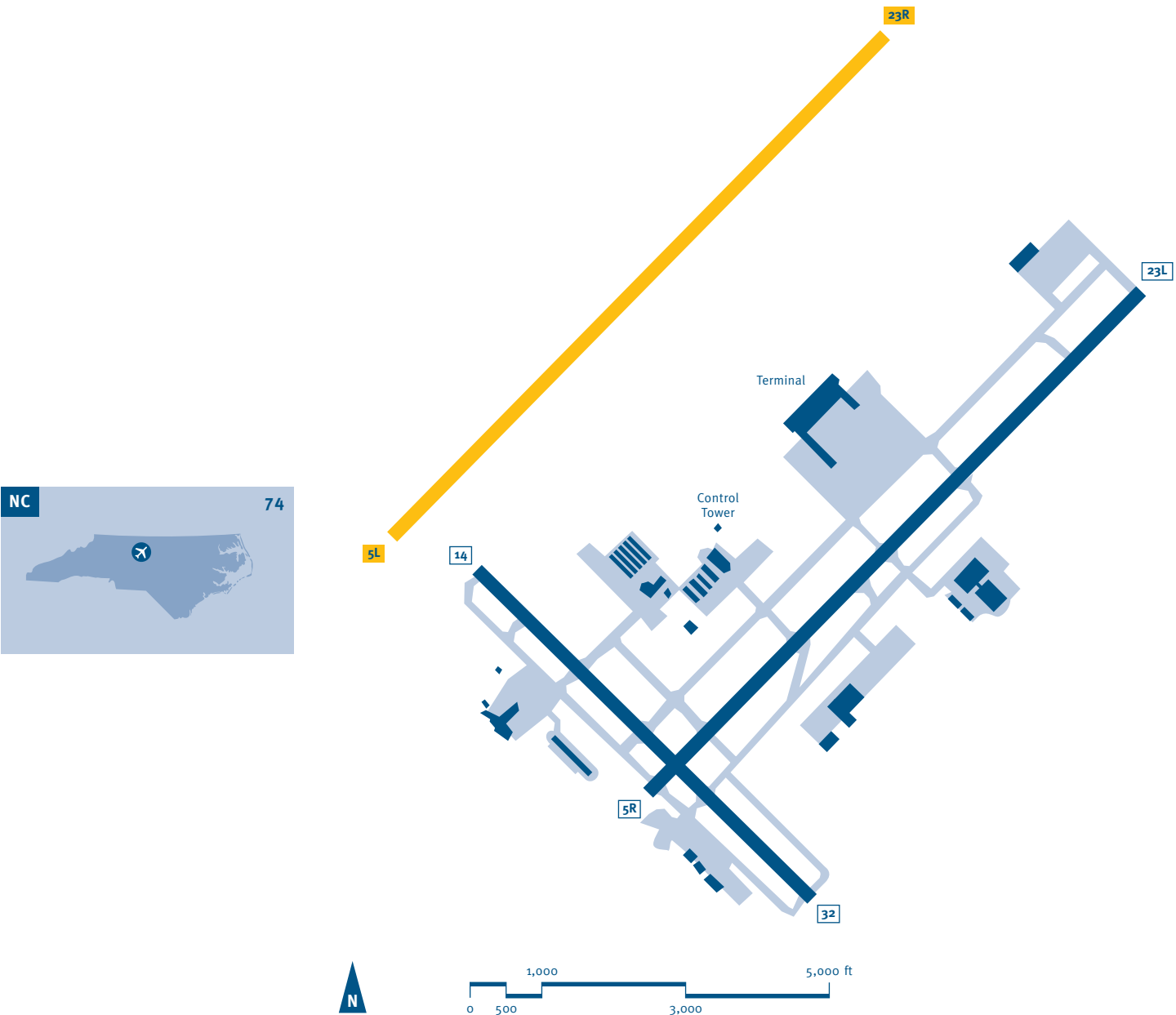
GRR – Grand Rapids Kent County International Airport



A new 7,000-ft. parallel Runway 8L/26R is planned for future development. The current 8L/26R would be converted into a taxiway at that time. There are no immediate plans to construct Runway 8L/26R. This is a long-term proposal in 10-20 years.



GSO – Greensboro Piedmont Triad International Airport

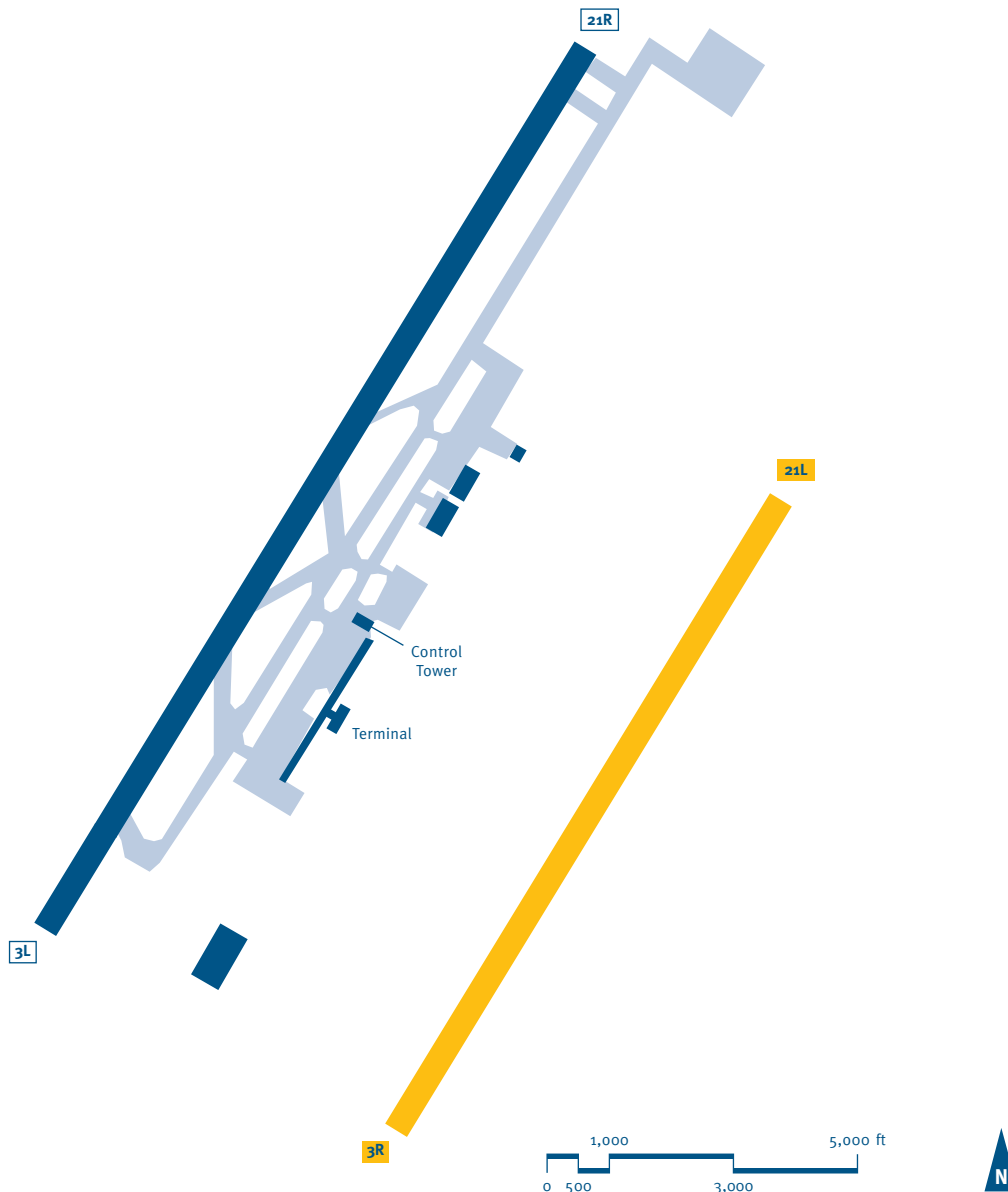
Construction of a new 10,000 ft. parallel Runway 5L/23R, 5,300 ft. north of Runway 5/23, is being planned. An EIS is currently underway and is expected to be complete by 2001. It is expected to be operational by 2004. The estimated cost is \$96 million. The new runway would allow dual independent arrivals and departures in all weather conditions.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.8	1,099,189	1,230,593	1,770,143	135	120,947	125,503	132,289
1.3				125			
	FY97	FY98	FY99		FY97	FY98	FY99

GSP – Greer Greenville-Spartanburg Airport

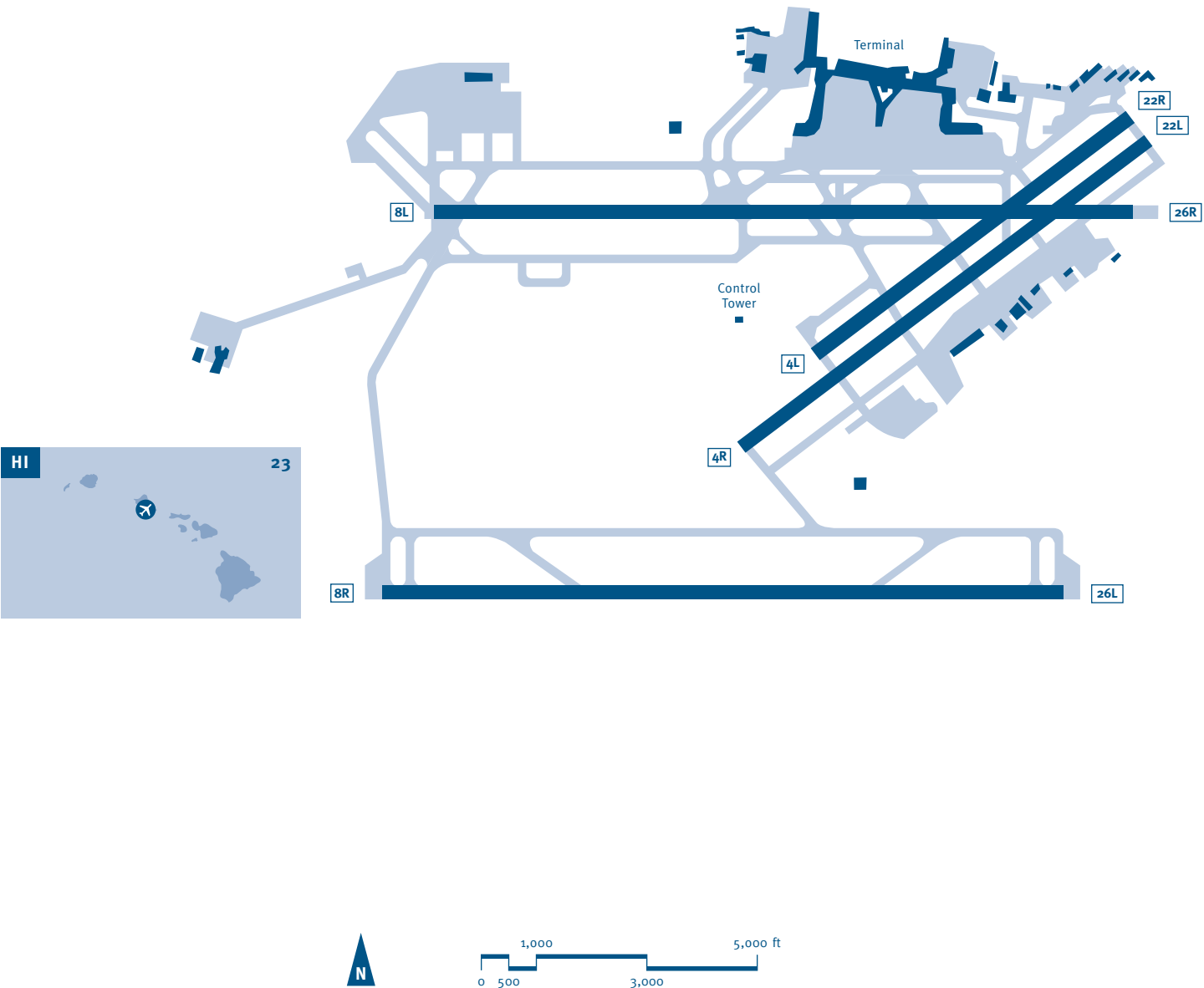
A new 8,200-ft. parallel Runway 3R/21L is anticipated in 2010 at an estimated cost of \$65 million. Presently, it is planned to have a 4,300-ft. separation from Runway 3L/21R. This would allow dual independent IFR arrivals, potentially doubling hourly IFR arrival capacity. Also, an extension of Runway 3L/21R to 11,000 ft. was completed in 1999 at a cost of \$57.6 million. The extension allows departures of aircraft with larger payloads and/or greater haul-lengths.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.76	731,119	704,933	742,634	65	63,209	58,813	62,577
0.72				60			
	FY97	FY98	FY99		FY97	FY98	FY99

HNL – Honolulu International Airport

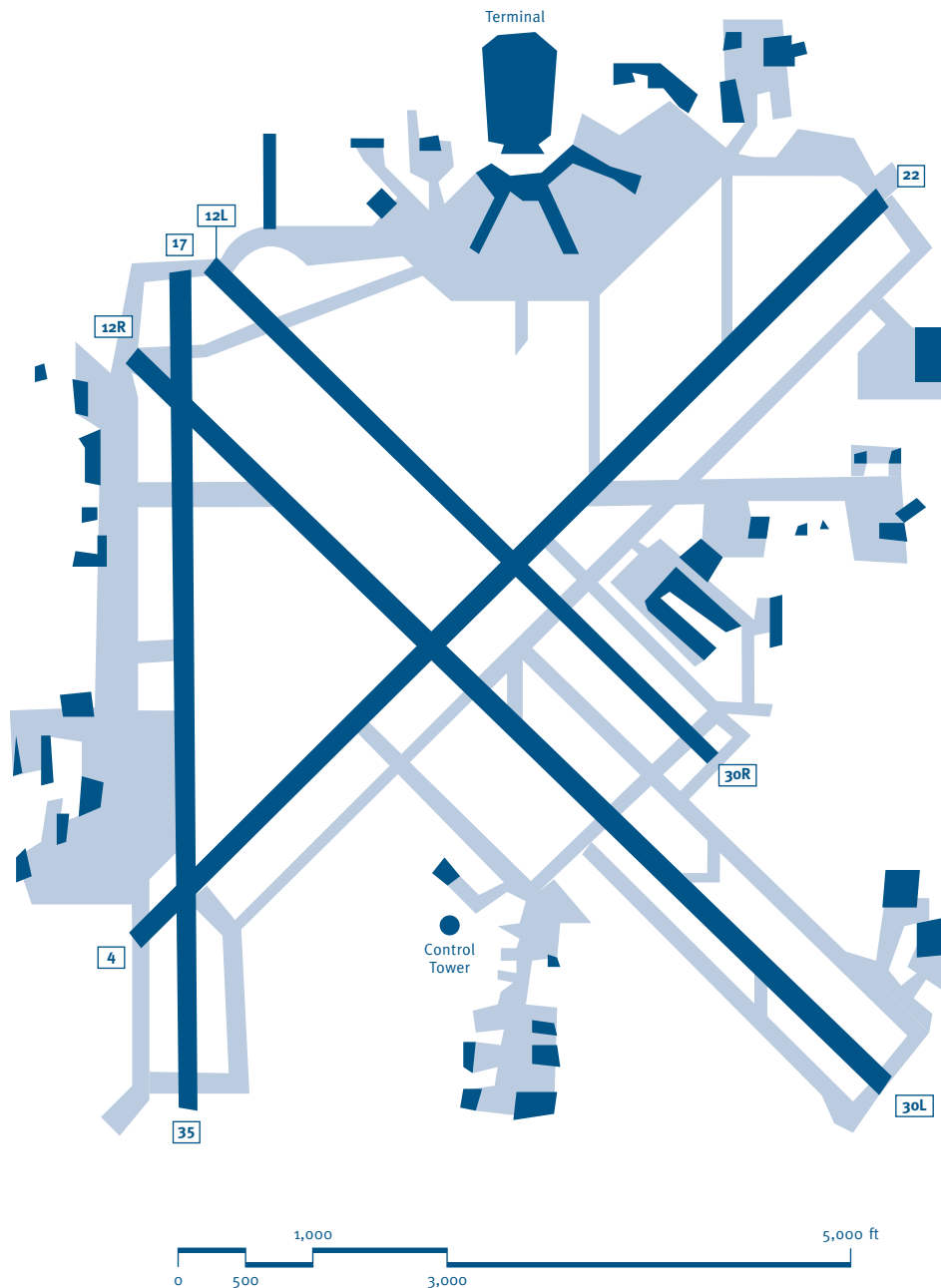
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
12	11,450,781	10,770,795	10,611,794	370	364,733	334,281	345,002
11				345			
	FY97	FY98	FY99		FY97	FY98	FY99

HOU – Houston William P. Hobby Airport

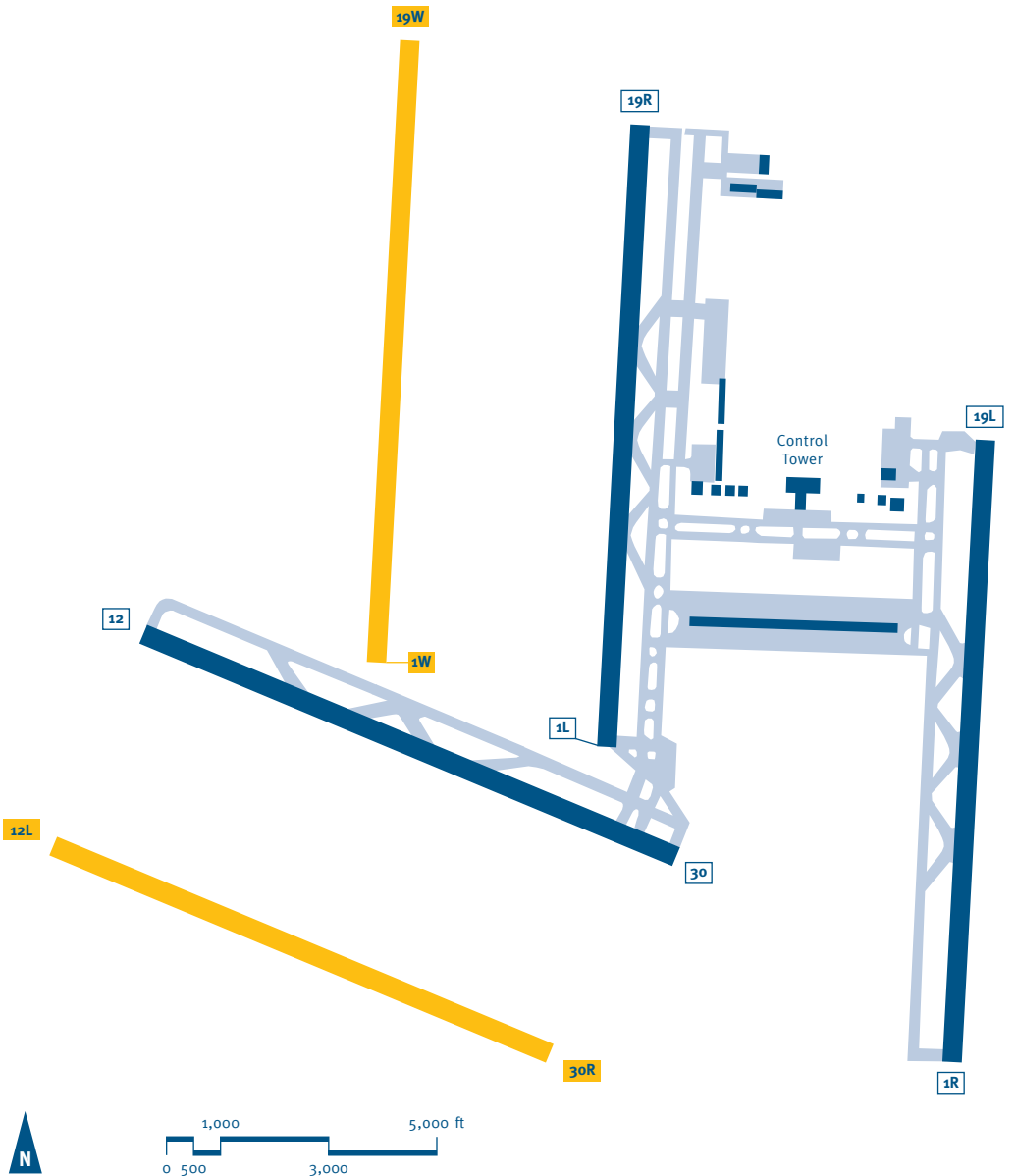
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
4.4	3,954,076	4,167,232	4,222,752	260	259,796	259,129	258,184
3.9				255			
	FY97	FY98	FY99		FY97	FY98	FY99

IAD – Washington Dulles International Airport

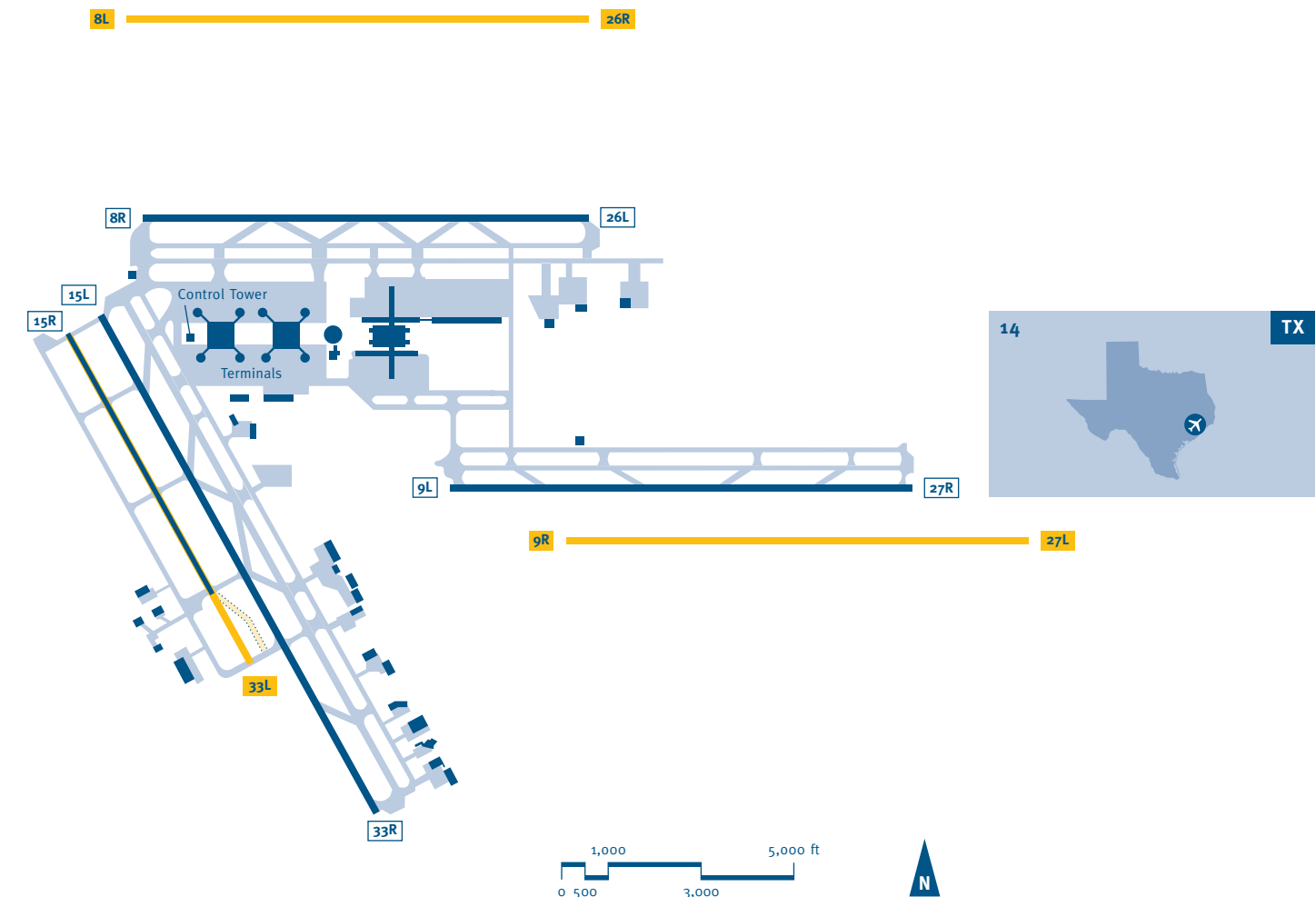
Two new parallel runways are under consideration. A north-south parallel Runway 1W/19W, would be located west of the existing parallels and north of Runway 12/30. Estimated opening date is 2008. This could provide triple independent parallel approaches, if they are approved. A second parallel Runway 12R/30L has been proposed for location southwest of Runway 12/30. The cost to build the two runways is estimated at \$500 million.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
10.0	6,588,003	7,011,795	8,824,447	460	344,184	382,278	459,098
7.5				380			
	FY97	FY98	FY99		FY97	FY98	FY99

IAH – George Bush International Airport

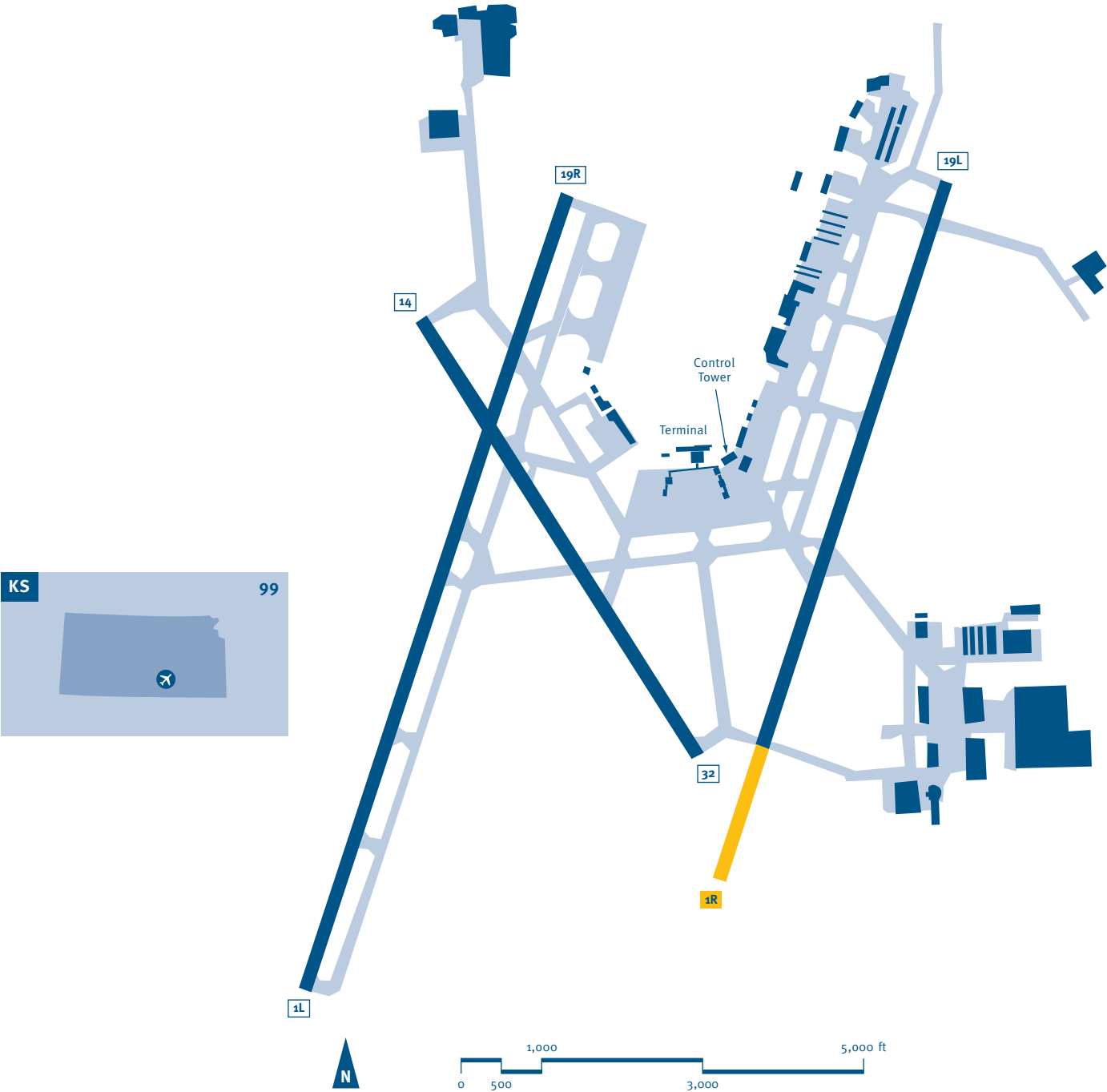
An \$85 million, 4,000-ft. extension to Runway 15R/33L is planned for the year 2000. A new Runway 8L/26R is planned to be parallel to, and north of, the existing Runway 8/26. Commissioning is tentatively scheduled for the year 2003. Runway 8L/26R, in conjunction with Runways 9L/27R and 8R/26L, has the potential to support triple IFR approaches, if approved. Another new runway, 9R/27L, parallel to and south of Runway 9/27, is also planned in the distant future. Construction is expected to cost \$130 million for Runway 8L/26R.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
16	12,912,612	14,126,938	14,996,958	480	410,418	440,038	460,158
14				430			
	FY97	FY98	FY99		FY97	FY98	FY99

ICT – Wichita Mid-Continent Airport

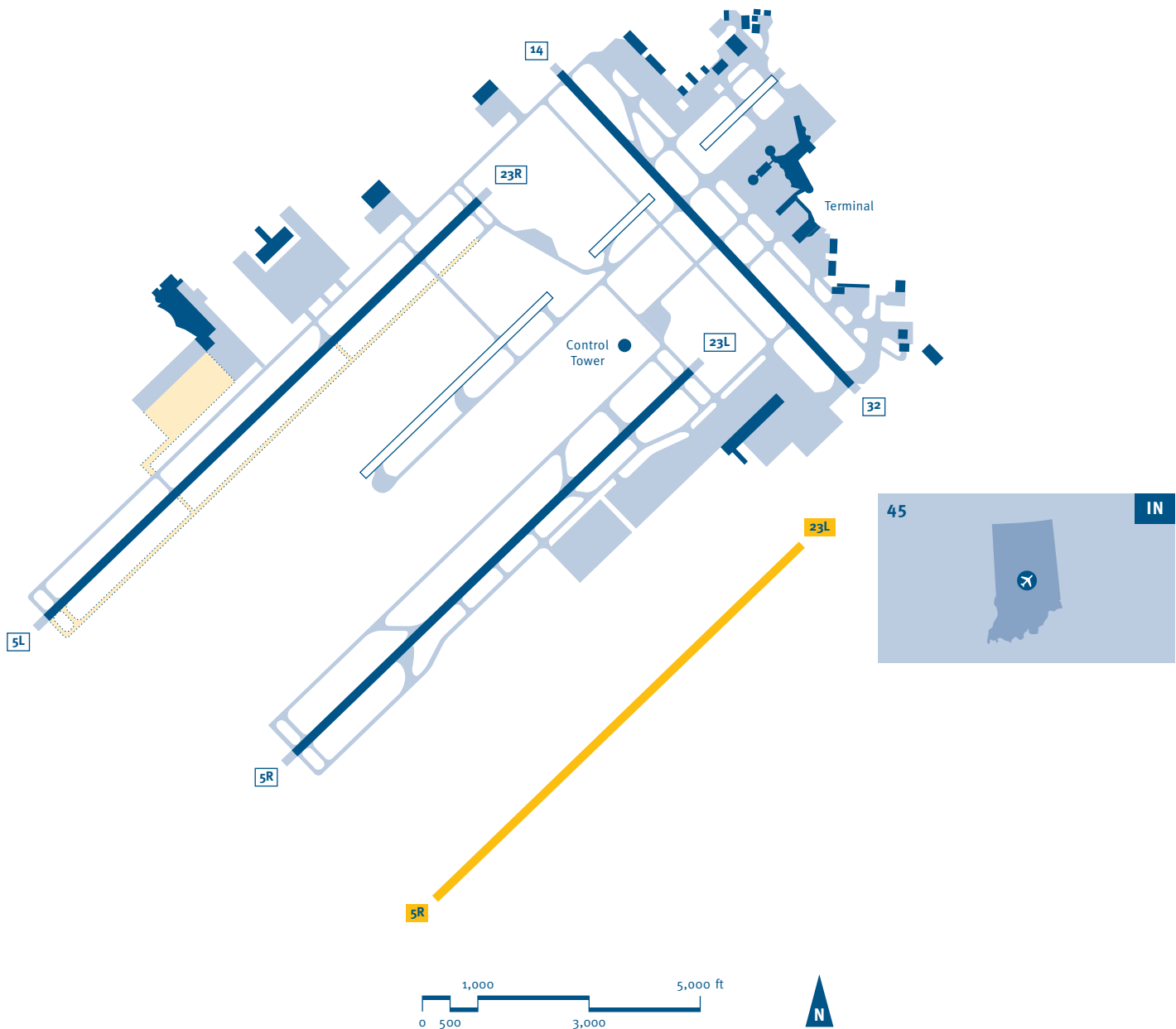
A 1,700-ft. extension to Runway 1R/19L is proposed for possible expansion of cargo operations. This is not considered as a potential development through 2015.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
	FY97	FY98	FY99		FY97	FY98	FY99
0.7	694,872	646,133	602,956	220	188,128	200,825	215,329
0.6				190			

IND – Indianapolis International Airport

A third parallel Runway 5R/23L, is planned south of existing Runway 5R/23L (to be renamed 5C/23C). Estimated project cost is \$80 million, and the expected operational date is 2008. Taxiway "N" was put into service in October 1999 at a total cost of \$7.6 million.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
3.8	3,534,805	3,638,651	3,729,011	260	235,232	242,591	251,199
3.4				240			
	FY97	FY98	FY99		FY97	FY98	FY99

ISP – Islip Long Island MacArthur Airport

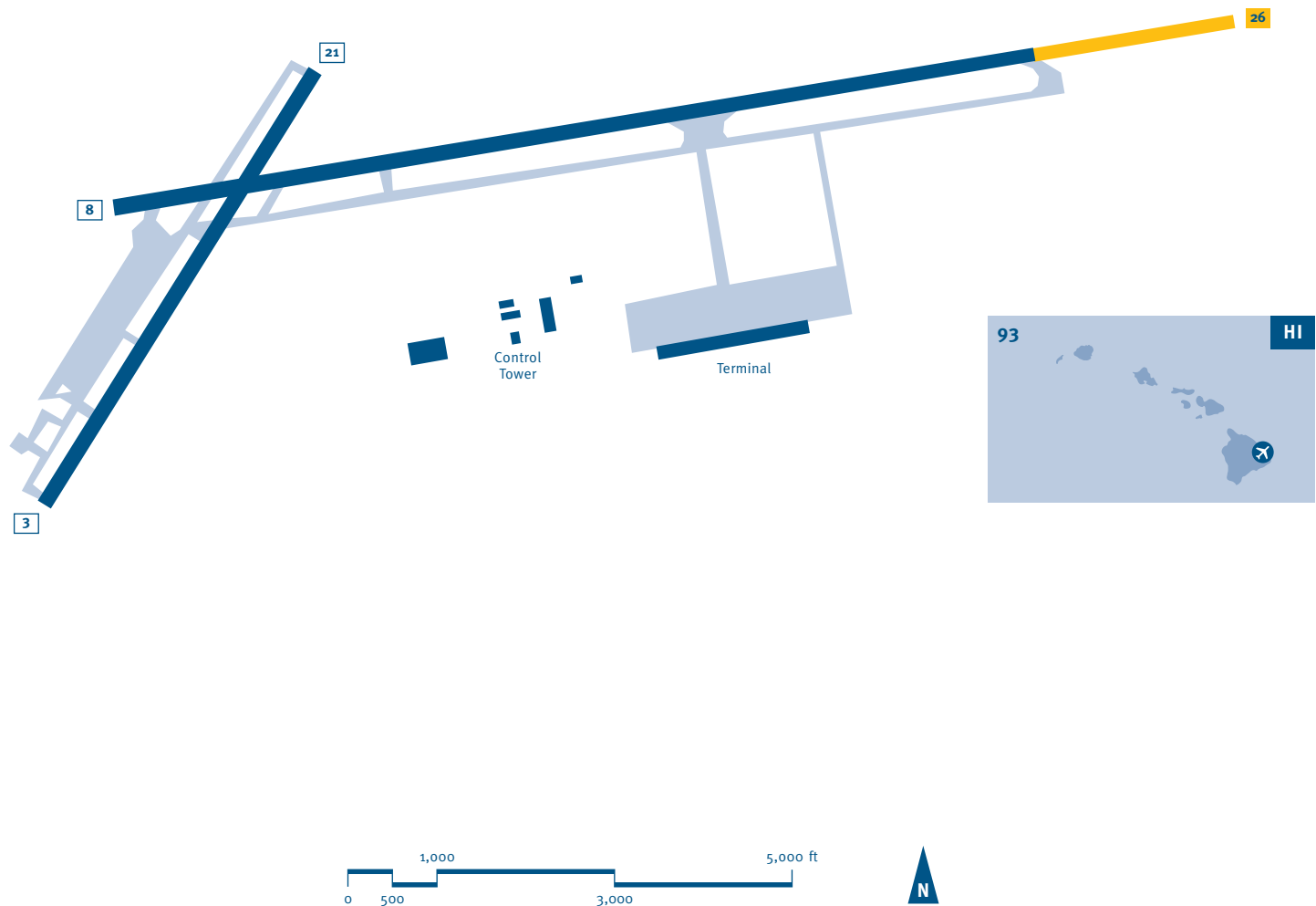
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.80	682,178	436,392	785,065	210	195,841	200,208	207,707
0.55				195			
	FY97	FY98	FY99		FY97	FY98	FY99

ITO – Hilo International Airport

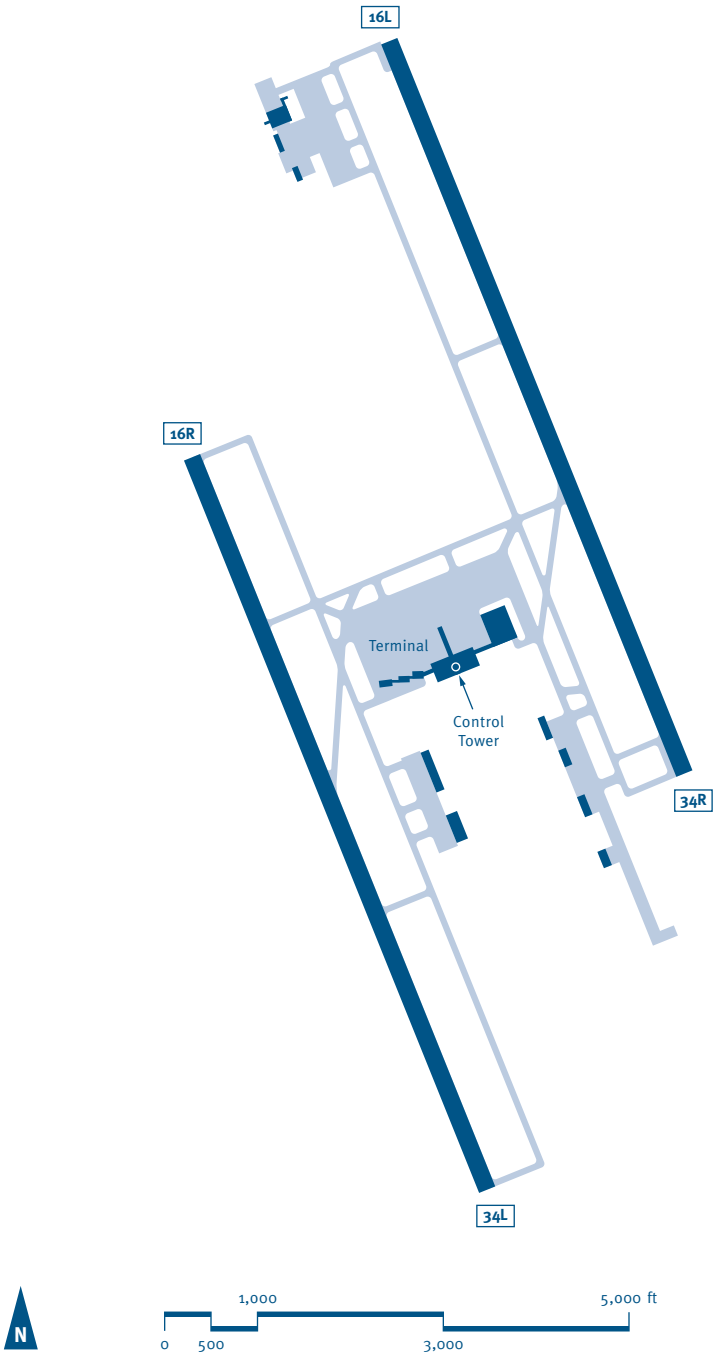
A 2,200 ft. east extension of Runway 8/26 is proposed for development by 2010.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
0.78	770,042	746,242	722,555	120	97,418	109,912	115,009
0.73				105			
	FY97	FY98	FY99		FY97	FY98	FY99

JAN – Jackson International Airport

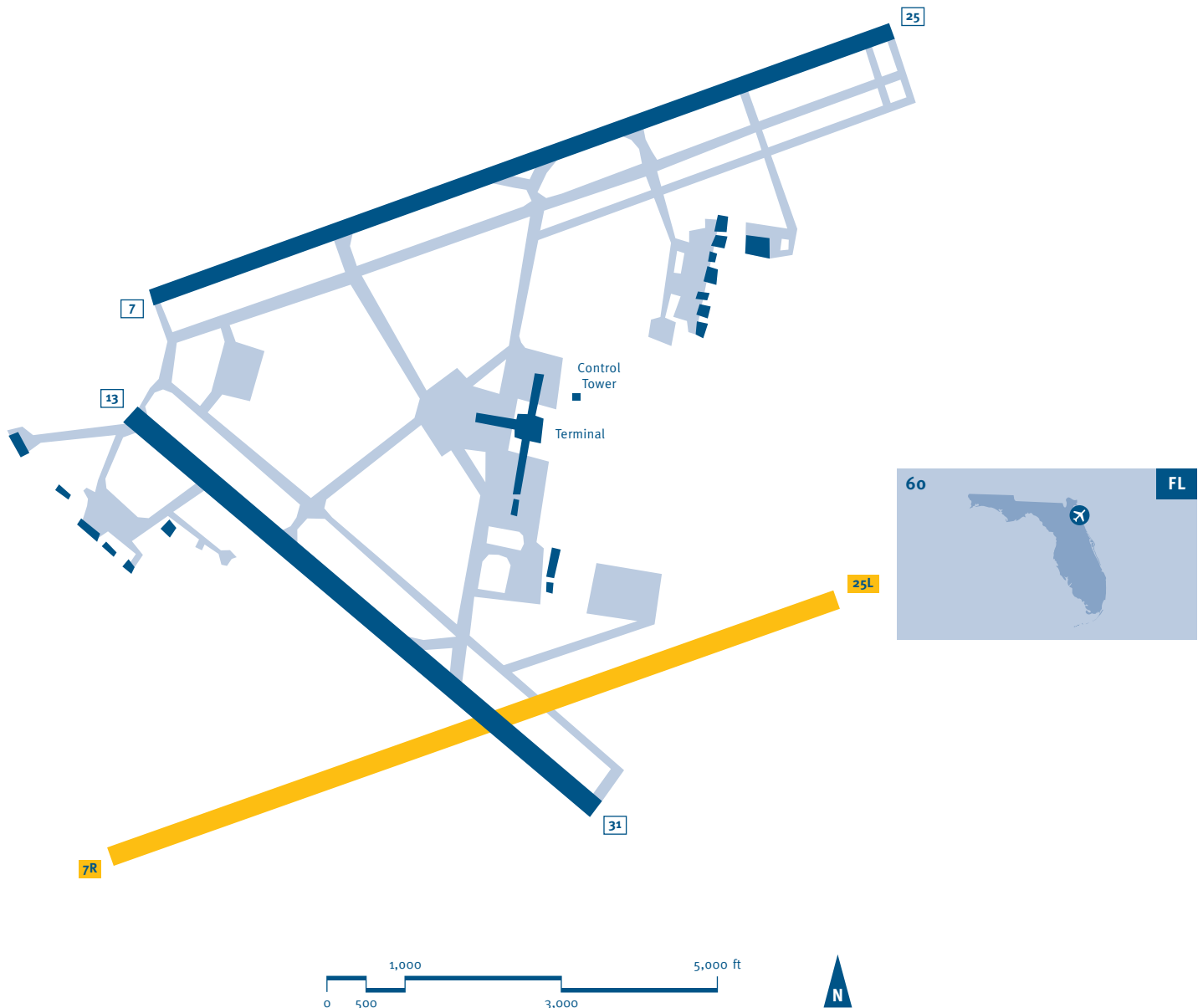
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.70	500,908	629,157	659,502	120	95,094	103,190	111,546
0.57				100			
	FY97	FY98	FY99		FY97	FY98	FY99

JAX – Jacksonville International Airport

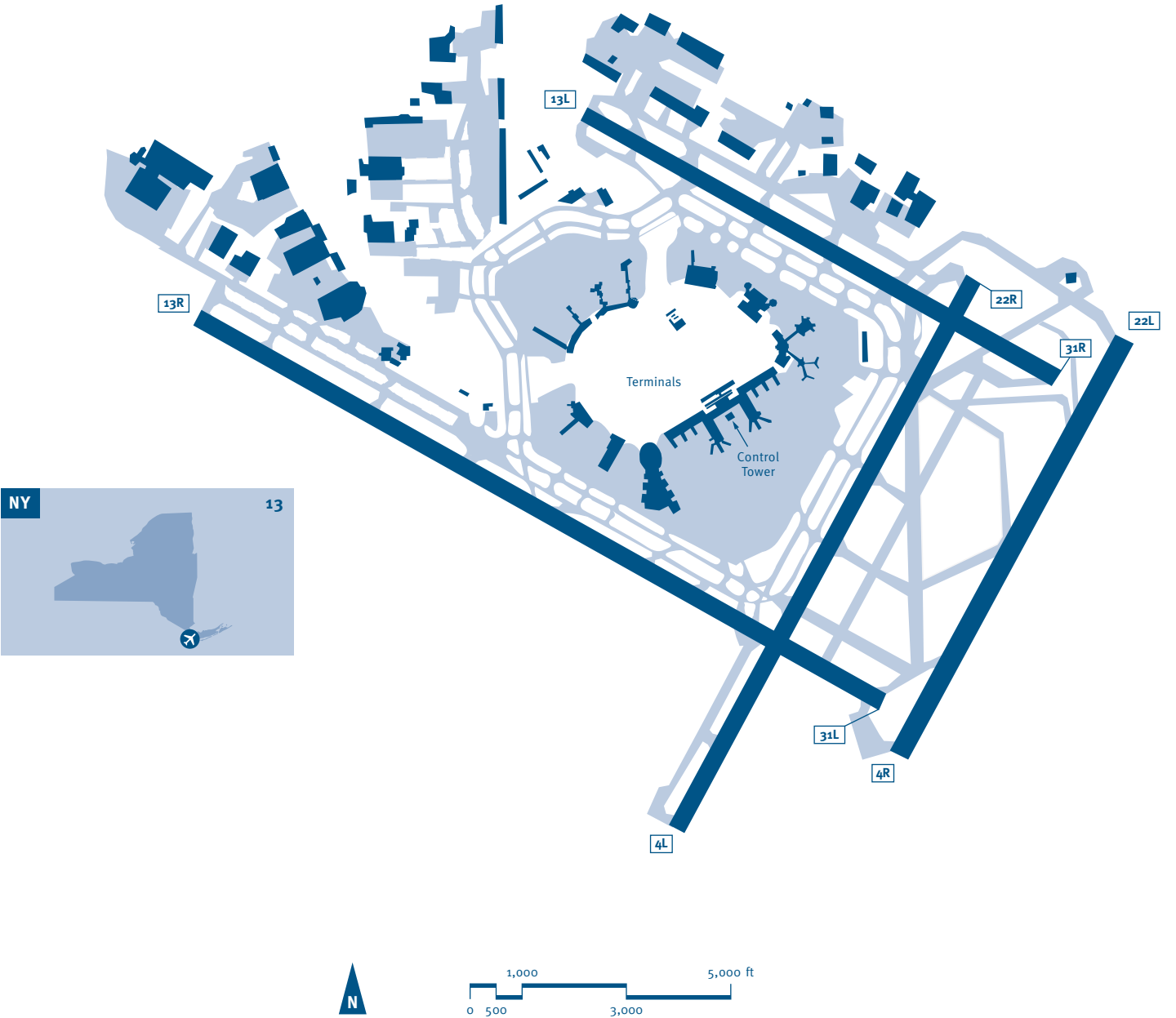
A new parallel Runway 7R/25L is being planned. It will be 6,500 ft. south of the existing Runway 7/25, permitting independent parallel IFR operations and potentially doubling Jacksonville's hourly IFR arrival capacity. Construction is scheduled to begin in 2010, with completion expected in 2011. Estimated cost of construction is \$50 million.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
2.6	2,179,338	2,252,107	2,403,891	170	149,537	150,605	162,628
2.3				155			
	FY97	FY98	FY99		FY97	FY98	FY99

JFK – New York John F. Kennedy International Airport

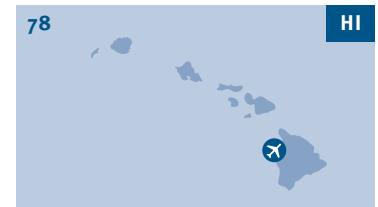
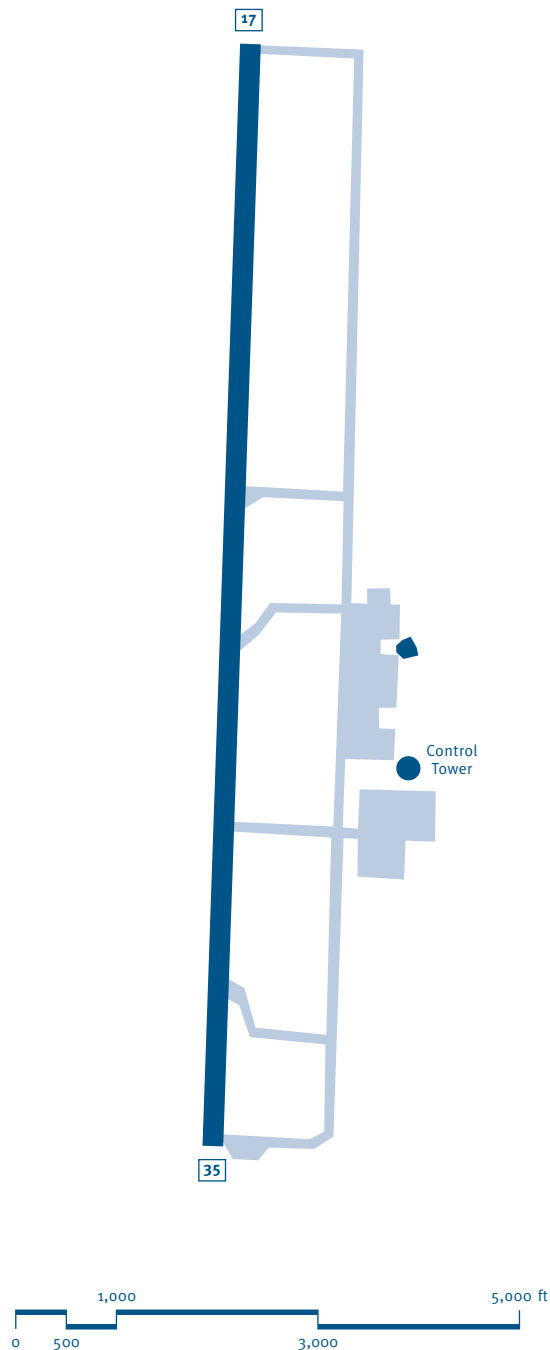
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
	15.8	15.4			370	355	
	15,605,841	15,379,686	15,244,975		362,305	361,528	354,952
	FY97	FY98	FY99		FY97	FY98	FY99

KOA – Kona International Airport at Keāhole

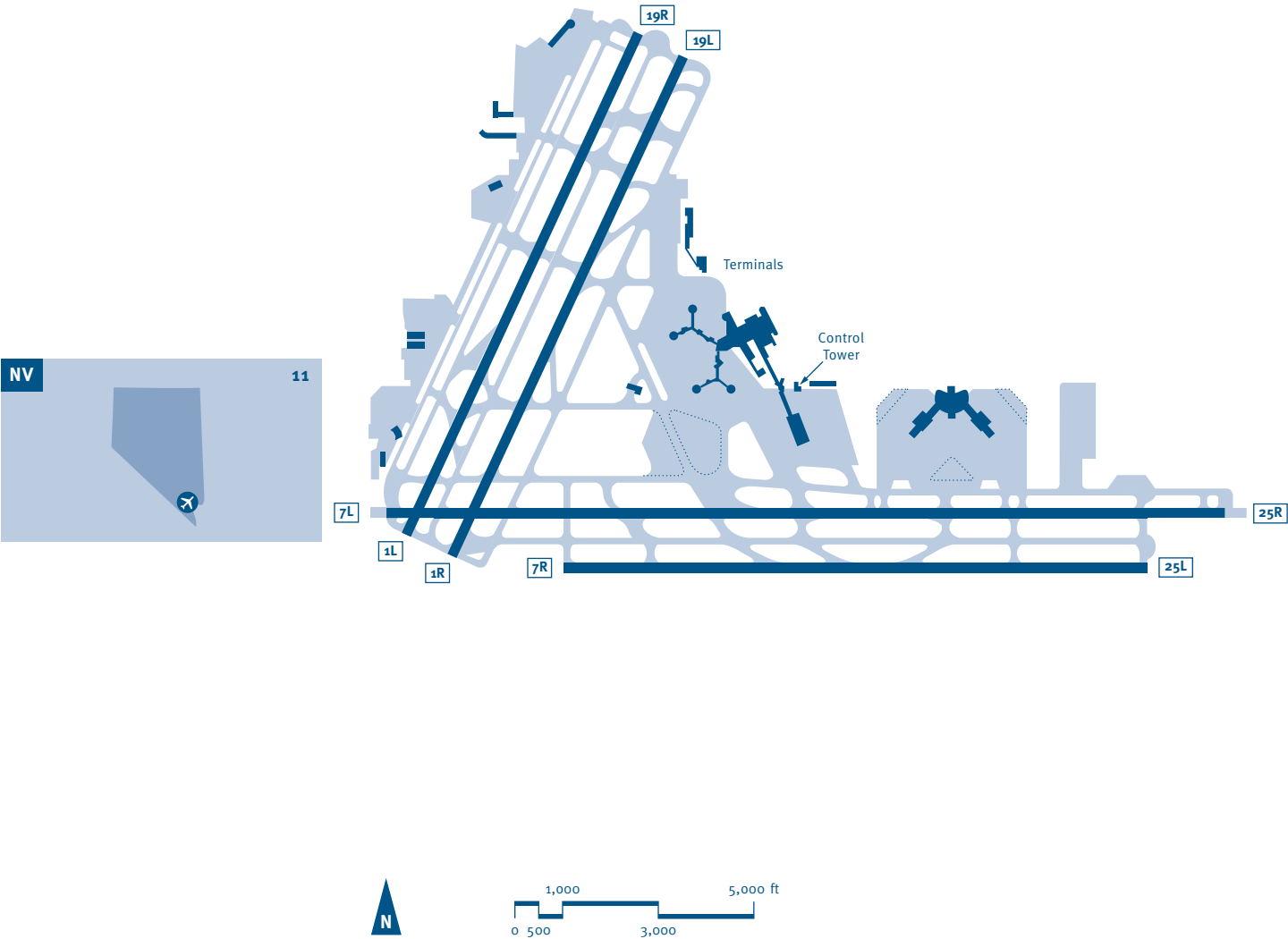
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.4	1,251,892	1,259,618	1,265,532	90	87,541	82,636	82,752
1.2				85			
	FY97	FY98	FY99		FY97	FY98	FY99

LAS – Las Vegas McCarran International Airport

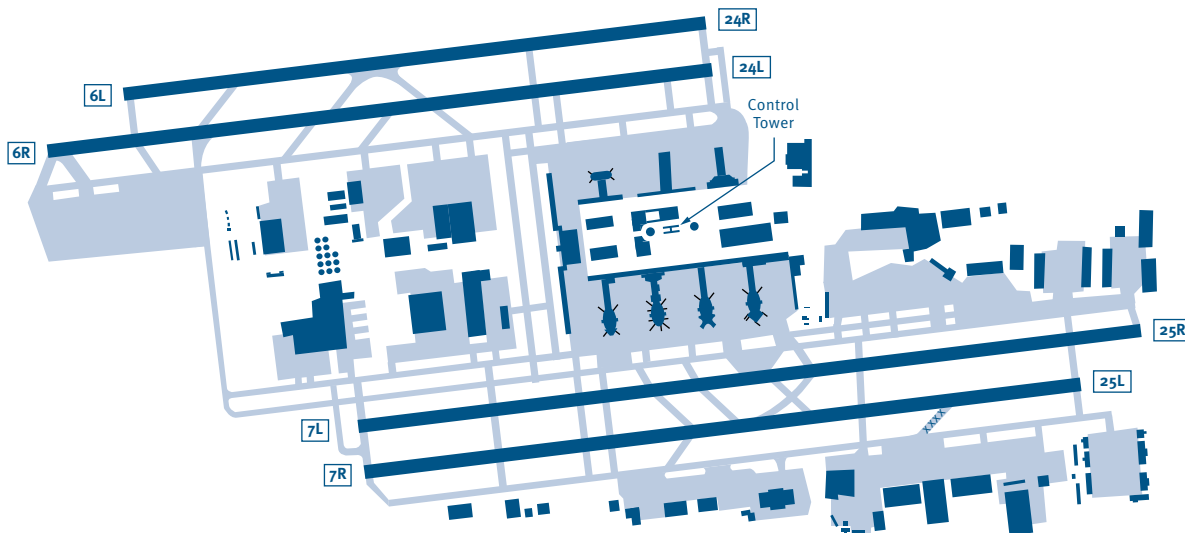
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



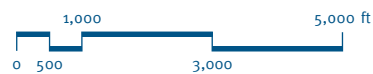
 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
17	14,679,958	14,393,296	15,630,979	550	475,593	461,949	523,424
15				475			
	FY97	FY98	FY99		FY97	FY98	FY99



LAX – Los Angeles International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



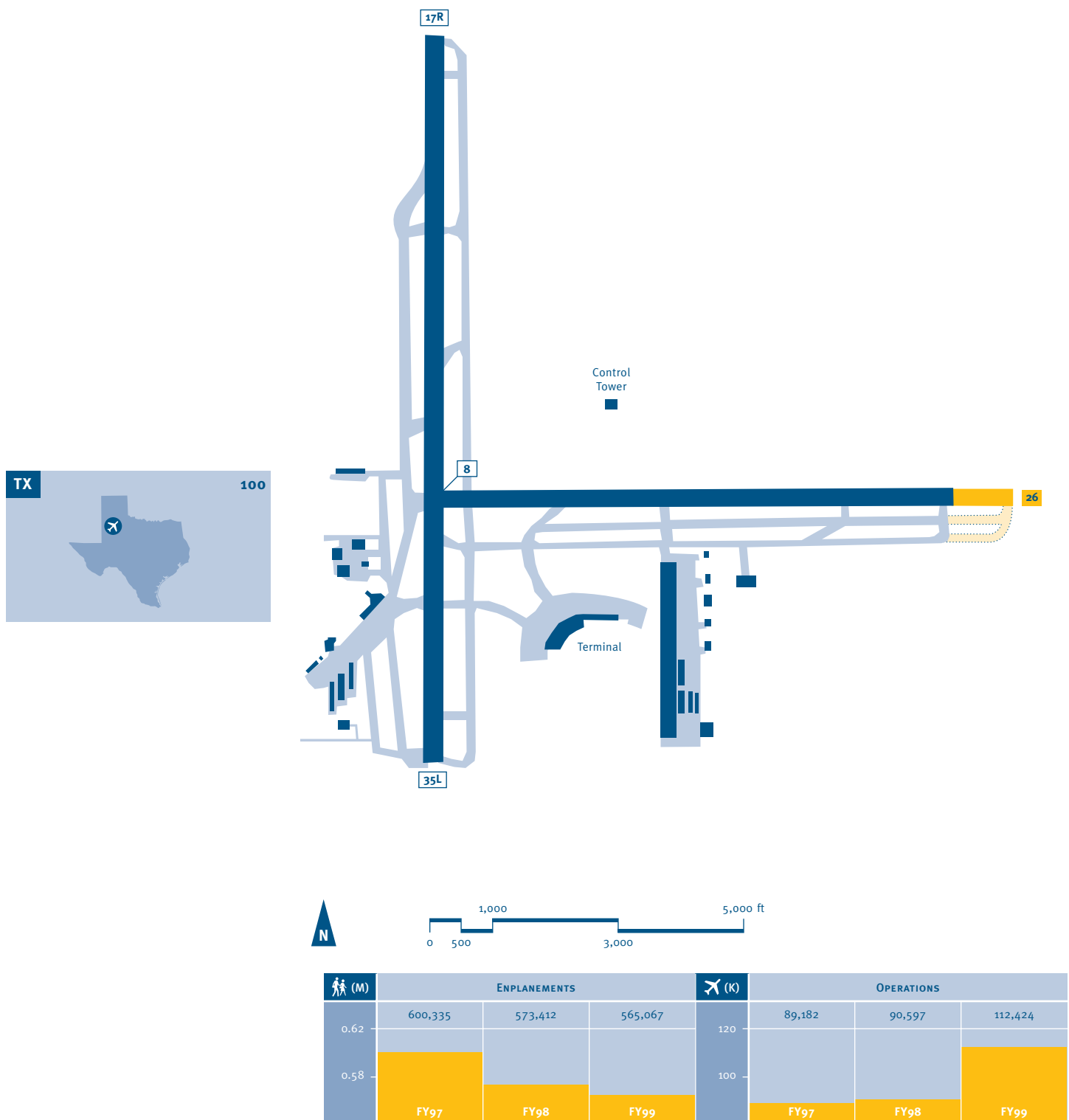
Note: Some buildings/structures have been removed for clarity



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
32	29,335,744	29,124,323	30,436,893	790	767,352	786,364	771,337
30				770			
	FY97	FY98	FY99		FY97	FY98	FY99

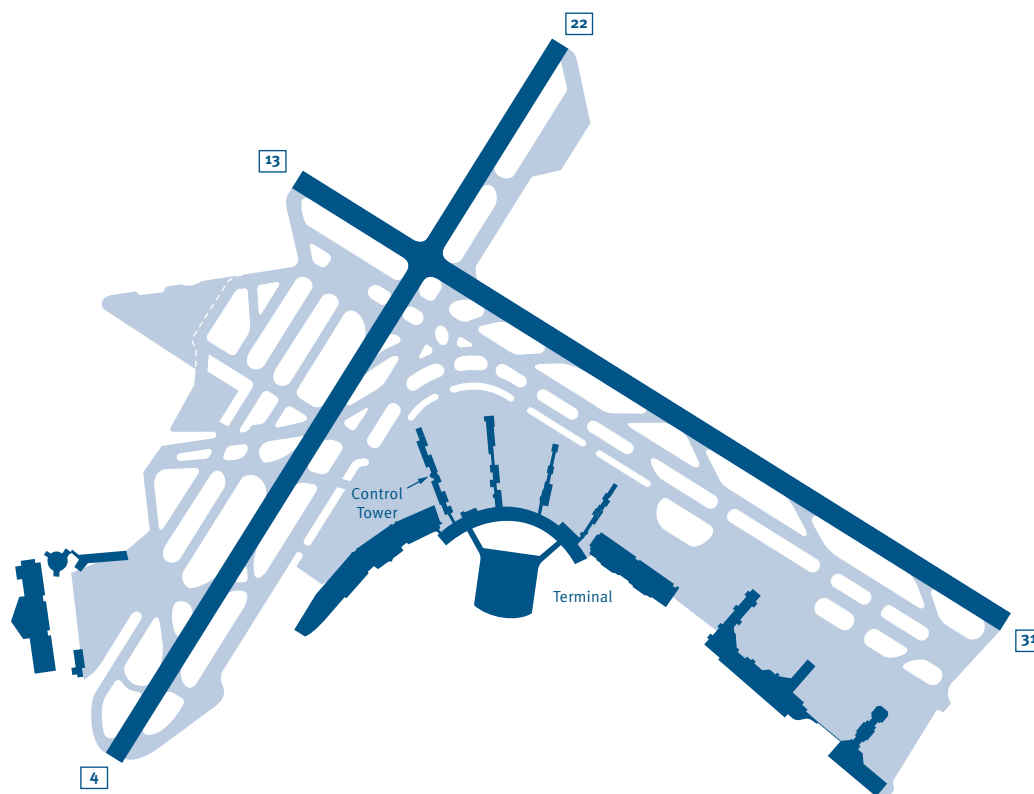
LBB – Lubbock International Airport



An extension to Runway 8/26 is planned. The start of construction is scheduled for 2004 and the estimated cost is \$15 million. It is anticipated that the extension will be operational in 2005.



LGA – New York LaGuardia Airport

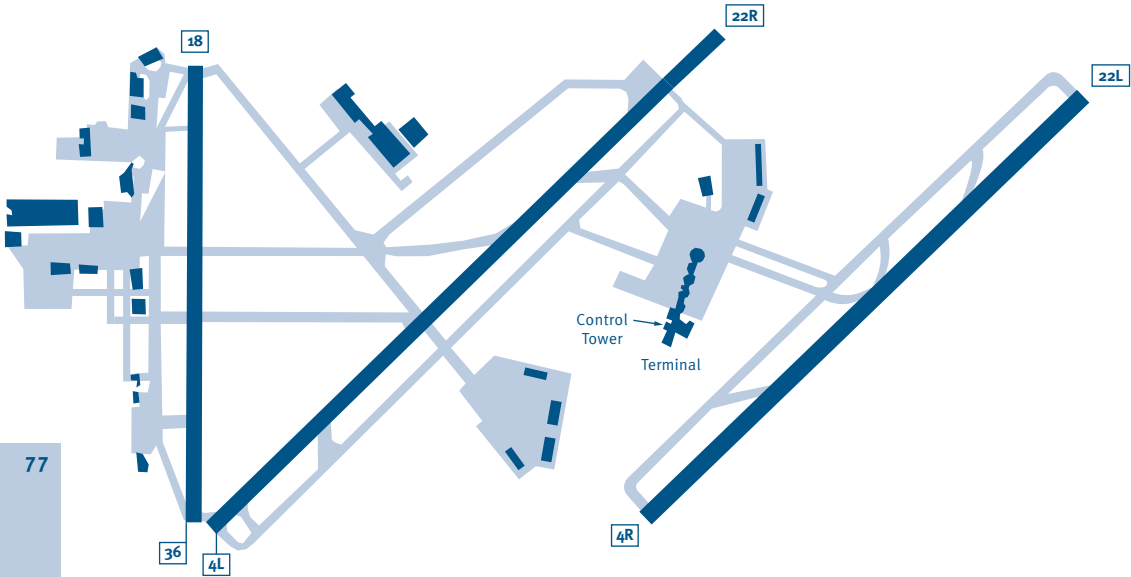
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
12	10,800,154	11,116,169	11,769,143	380	353,711	356,204	367,520
11				360			
	FY97	FY98	FY99		FY97	FY98	FY99

LIT – Little Rock Adams Field

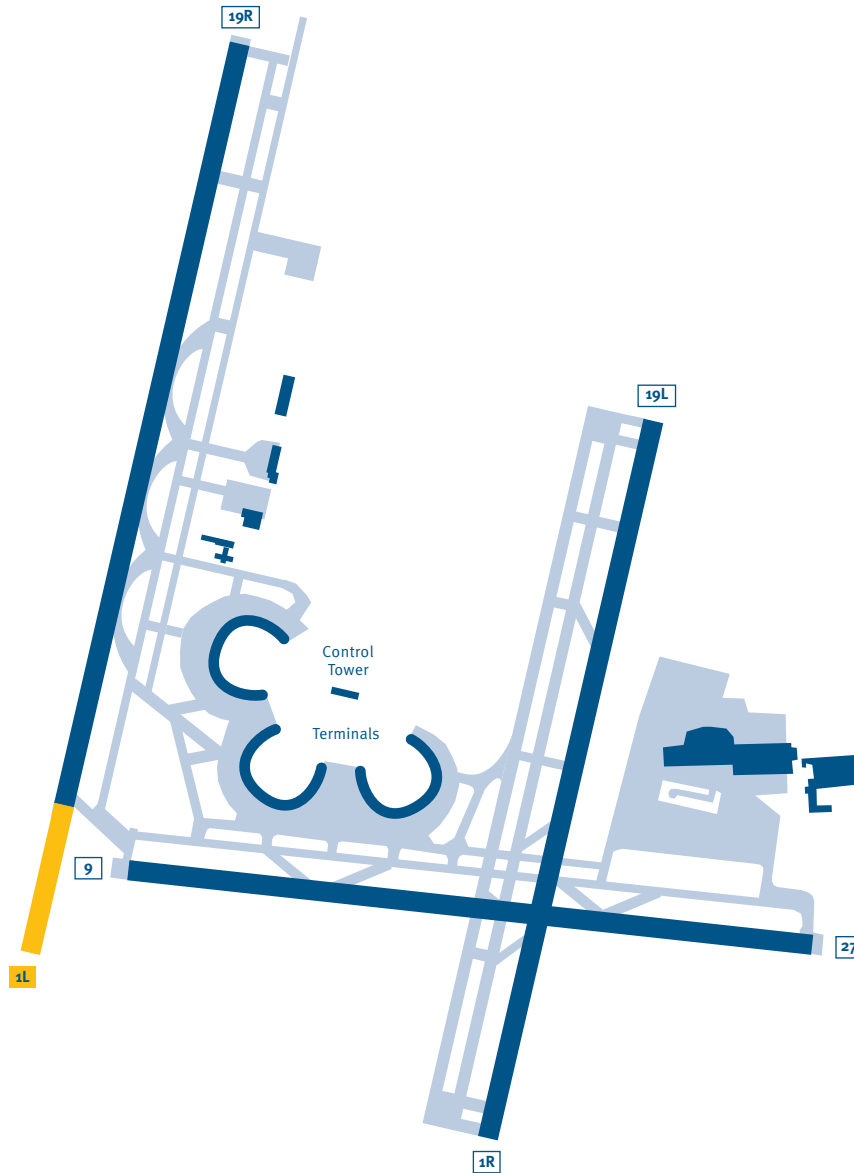
An extension of Runway 4L/22R was completed in late 1998.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS (OPERATIONS)		
1.4	1,266,632	1,266,303	1,285,014	180	161,974	166,349	179,336
1.2				160			
	FY97	FY98	FY99		FY97	FY98	FY99

MCI – Kansas City International Airport

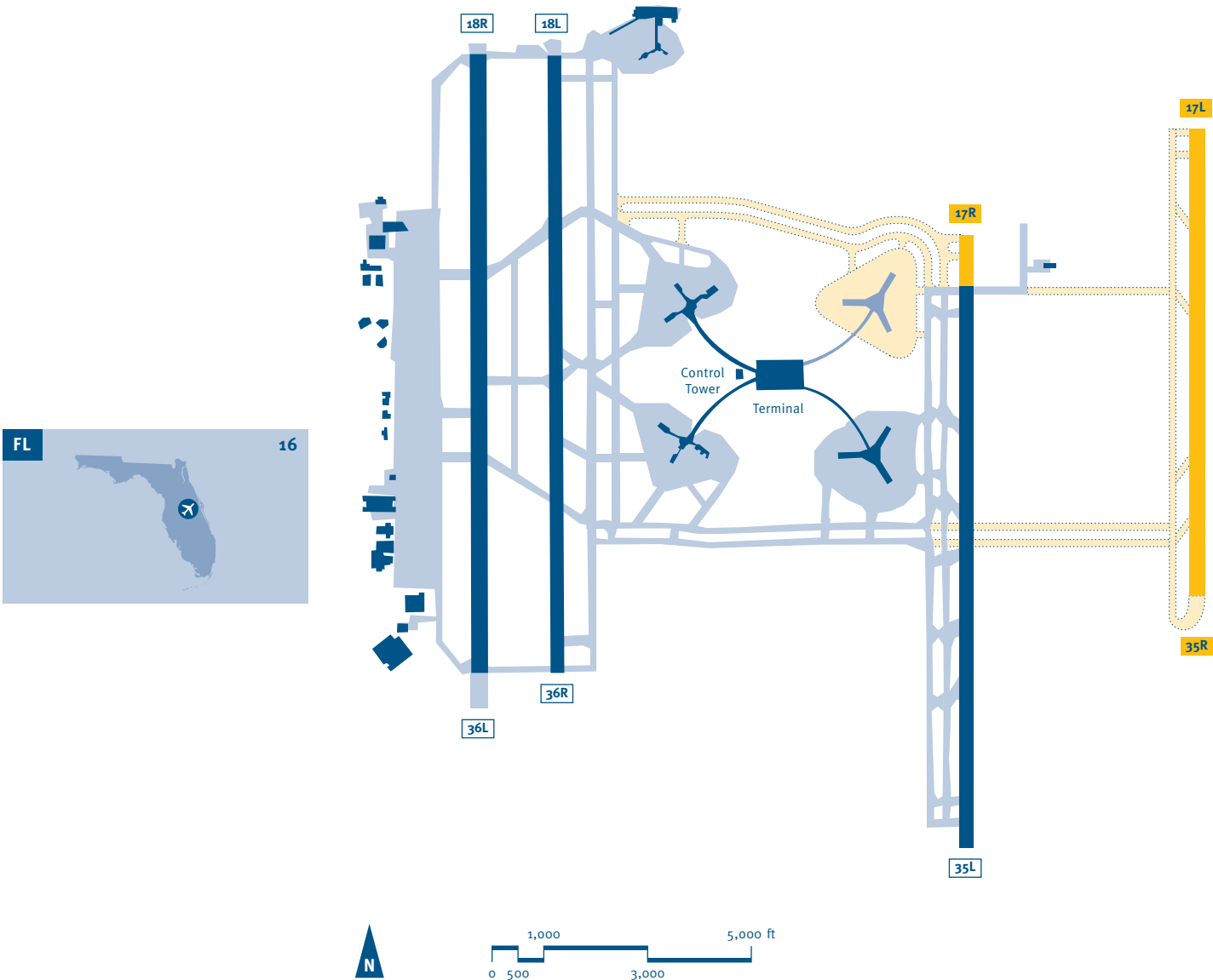
In accordance with the Airport Master Plan, an extension of Runway 1L/19R is currently planned for the future. One additional parallel runway west of the existing north-south runway is being considered after 2020.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
5.8	5,285,506	5,453,945	5,728,867	225	209,729	209,361	220,019
5.4				215			
	FY97	FY98	FY99		FY97	FY98	FY99

MCO – Orlando International Airport

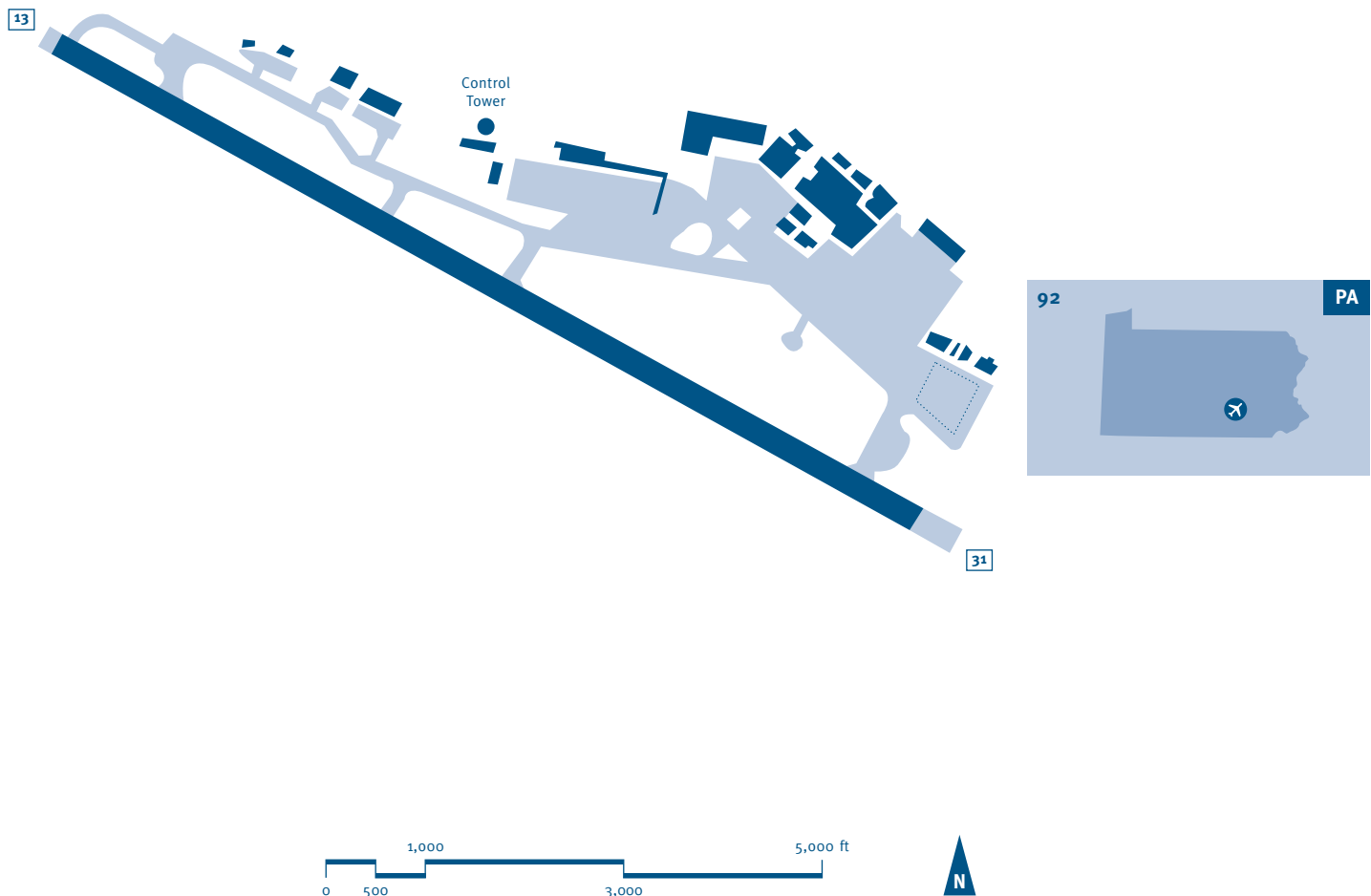
Environmental mitigation for a fourth north-south parallel Runway 17L/35R began October 10, 1990 and is ongoing. The runway is expected to be operational early 2003. It will be located 4,300 ft. east of Runway 17R/35L. This may permit triple independent IFR operations. The estimated cost of construction of this runway is \$115 million. Also planned is a 1,000-ft. extension to Runway 17R/35L. This may prevent aircraft on the planned dual taxiway from obstructing the Runway 17R approach.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
	14	13			380	360	
	13,077,471	13,128,323	13,780,567		357,246	363,284	363,261
	FY97	FY98	FY99		FY97	FY98	FY99

MDT – Harrisburg International Airport

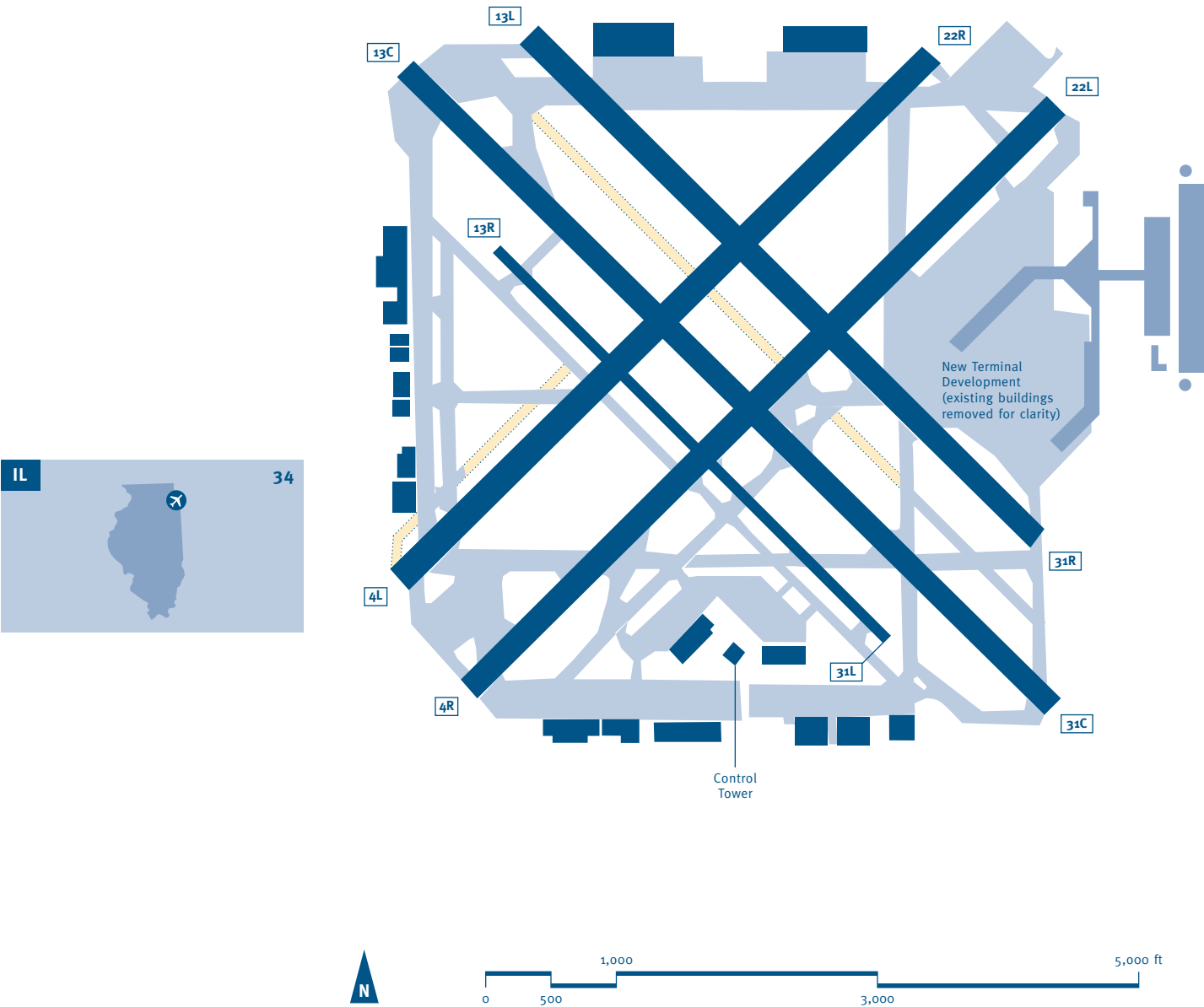
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
0.74	691,039	727,954	724,114	85	79,108	80,901	84,308
0.69				80			
	FY97	FY98	FY99		FY97	FY98	FY99

MDW – Chicago Midway Airport

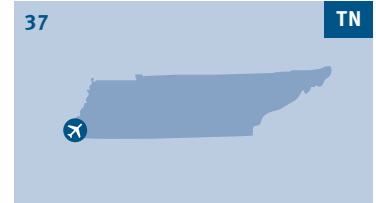
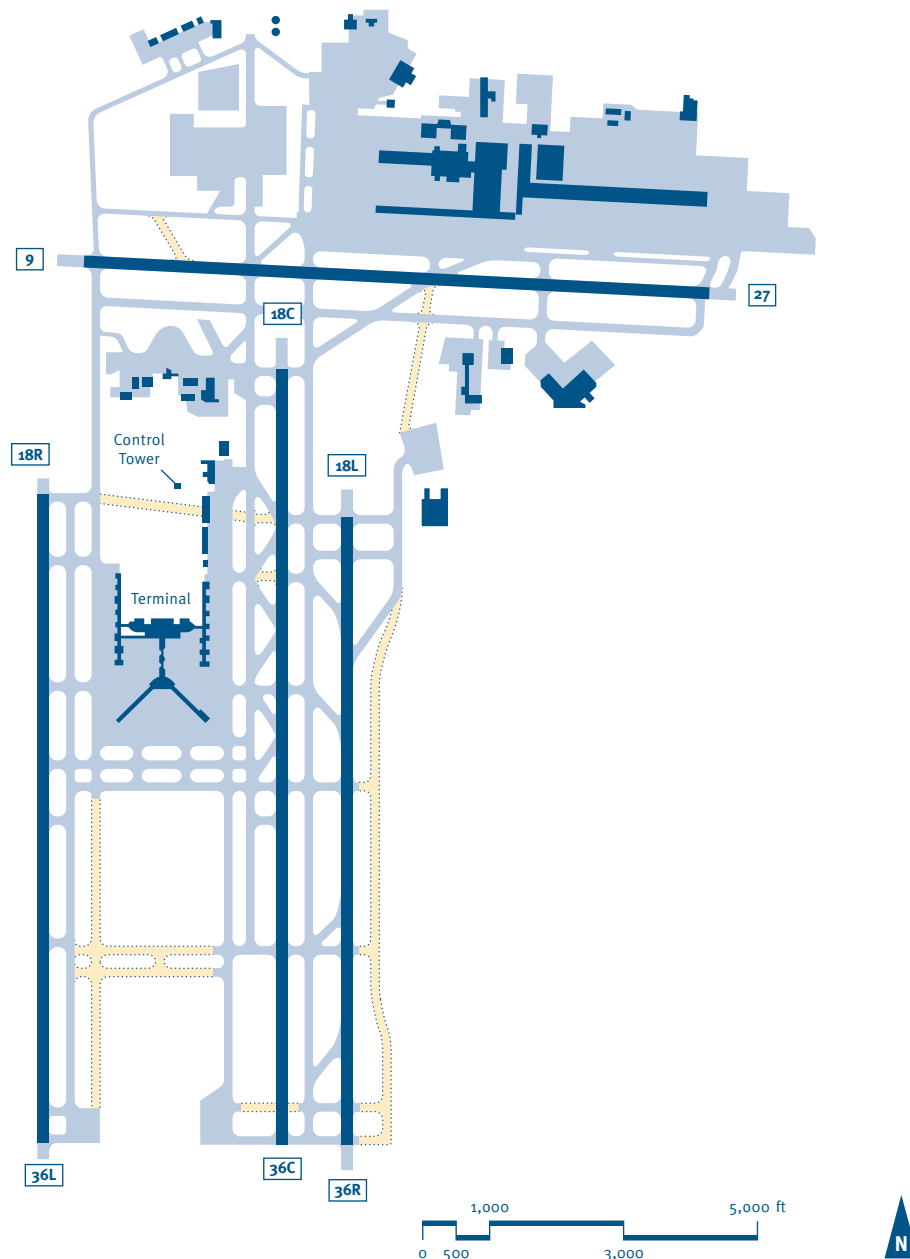
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
6.0	4,403,637	4,954,796	5,973,886	300	262,448	273,043	293,442
4.5				270			
	FY97	FY98	FY99		FY97	FY98	FY99

MEM – Memphis International Airport

A reconstruction and extension of Runway 18C/36C was recently completed at an estimated cost of \$103 million. The extended runway will allow departures by aircraft with heavier payloads and/or greater haul-lengths.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
5.2	4,831,967	4,708,146	5,069,903	375	366,173	365,299	371,447
4.8				365			
	FY97	FY98	FY99		FY97	FY98	FY99

MHT – Manchester Airport

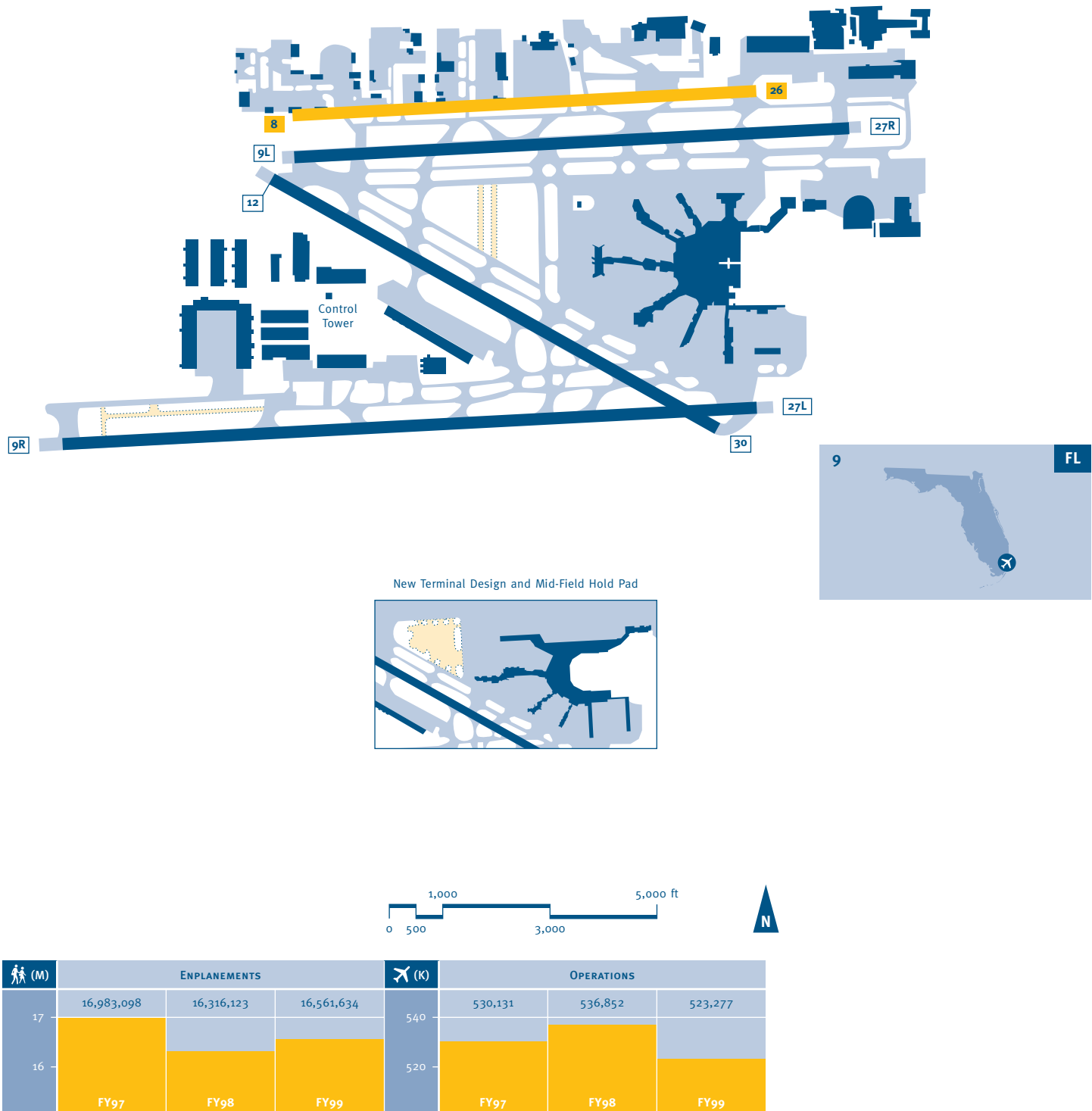
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.4	525,945	779,915	1,336,586	120	98,123	100,617	118,028
0.8				105			
	FY97	FY98	FY99		FY97	FY98	FY99

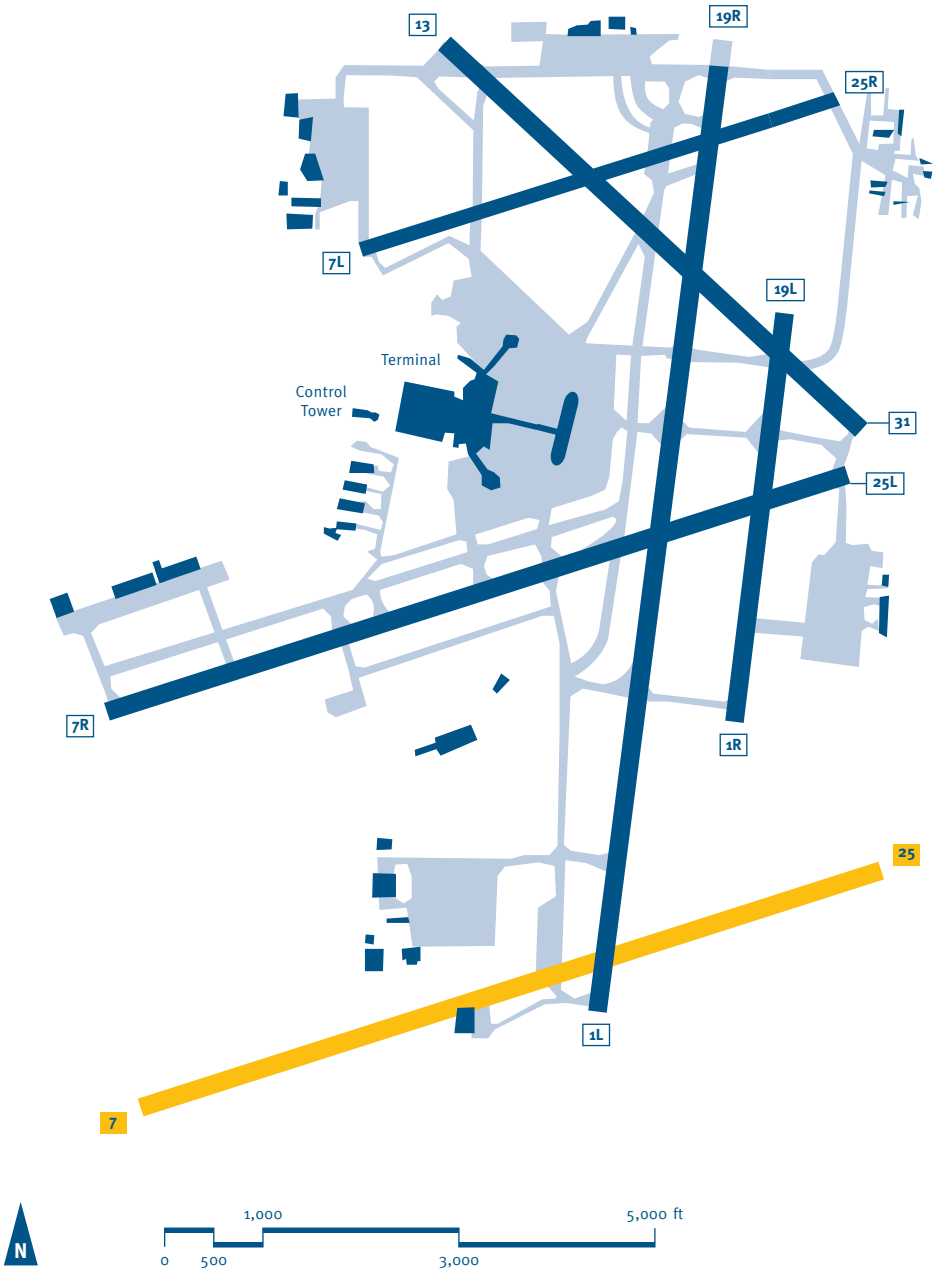
MIA – Miami International Airport



Construction of a new air carrier Runway 8/26, 8,600 ft. long and 800 ft. north of existing Runway 9L/27R, is expected to start in 2000 and be completed by 2002. The estimated cost of construction is \$206 million. An EIS was completed in December 1998. The new runway is planned for use primarily as an arrival runway in VFR and non-precision IFR conditions.



MKE – Milwaukee General Mitchell International Airport

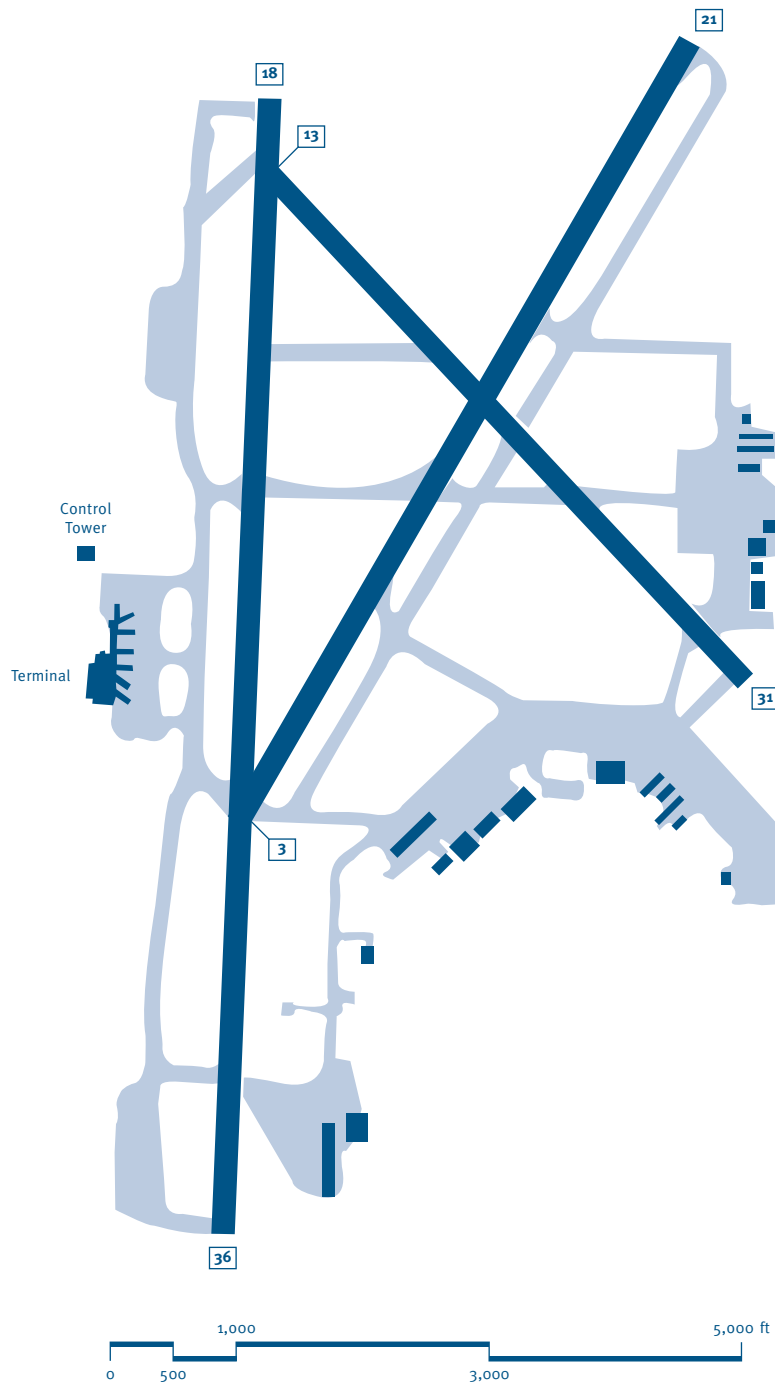
A 700-ft. extension to Runway 7L/25R was completed in the summer of 1998. Extension of this runway from 4,100 ft. to 4,800 ft. will accommodate commuter aircraft and delay the need for a third parallel runway until about the year 2015.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.0	2,711,216	2,788,696	2,940,576	220	208,782	219,207	219,104
2.8				210			
	FY97	FY98	FY99		FY97	FY98	FY99

MSN – Madison/Dane County Regional Airport

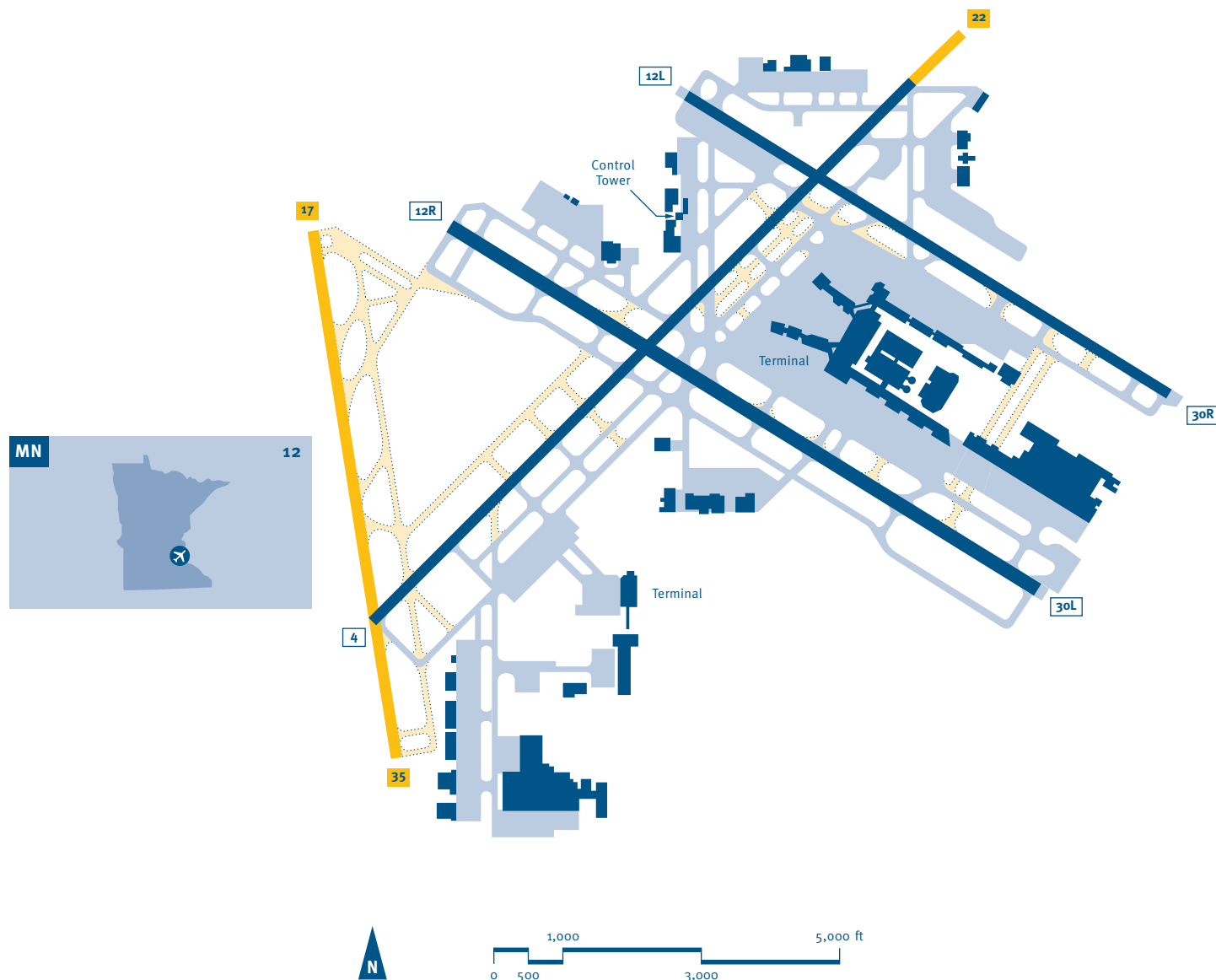
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
0.70	586,963	636,907	680,480	150	144,250	145,574	144,736
0.62				145			
	FY97	FY98	FY99		FY97	FY98	FY99

MSP – Minneapolis-St. Paul International Airport

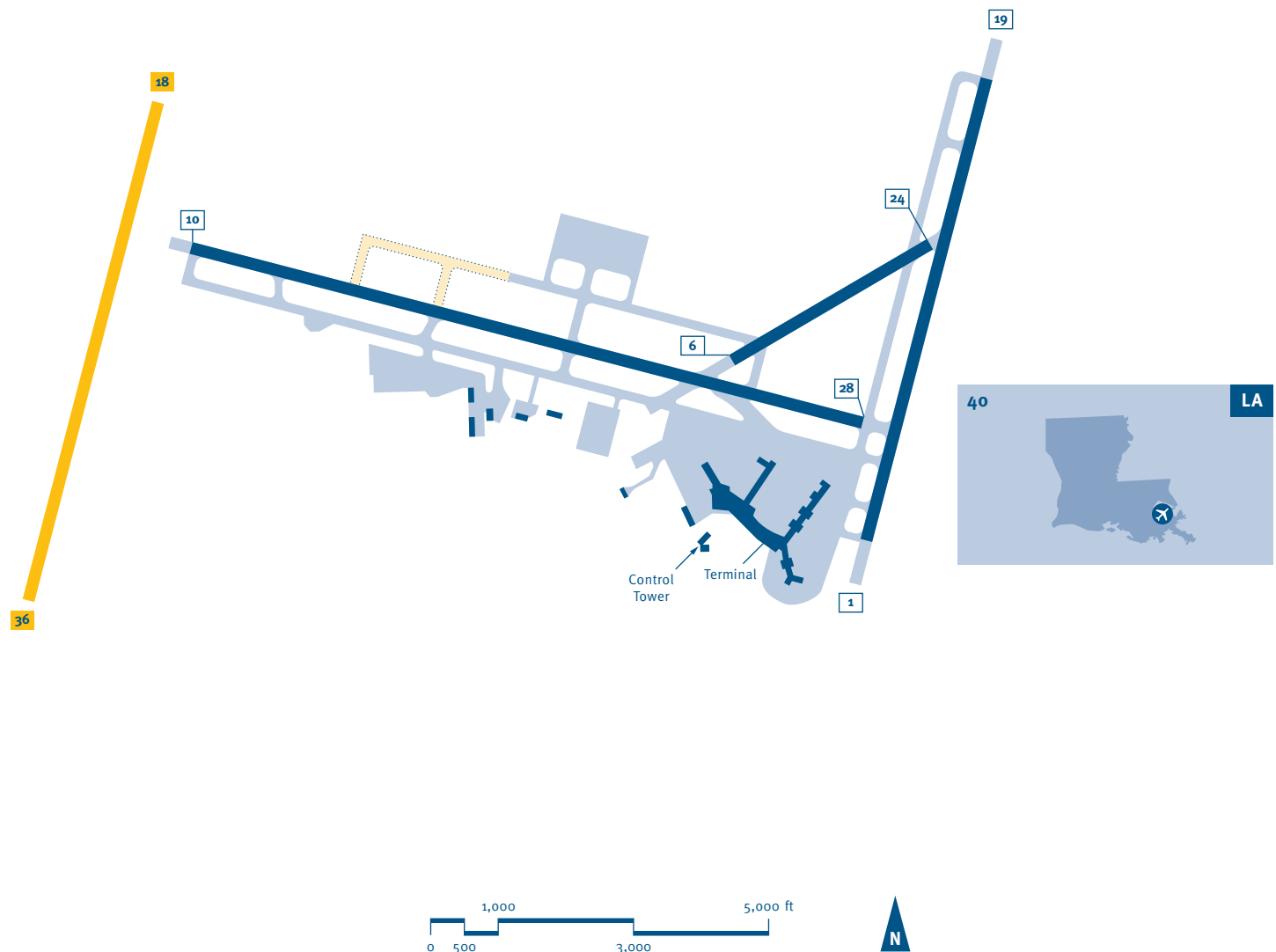
Construction of the proposed 8,000 ft. Runway 17/35, at a cost of \$490 million, will reduce the projected 2020 annual delay cost from \$66 million to \$38 million. The runway is expected to be operational in 2003 and will be used primarily for departures to the south and arrivals from the north. Construction of a 1,000 ft. extension to the northeast end of Runway 4/22, at a cost of \$7 million, is planned to enhance non-stop flights to Hong Kong. The extension is to be operational in late 2001.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
16	13,992,446	14,255,027	15,422,494	510	488,448	481,220	505,064
14				490			
	FY97	FY98	FY99		FY97	FY98	FY99

MSY – New Orleans International Airport

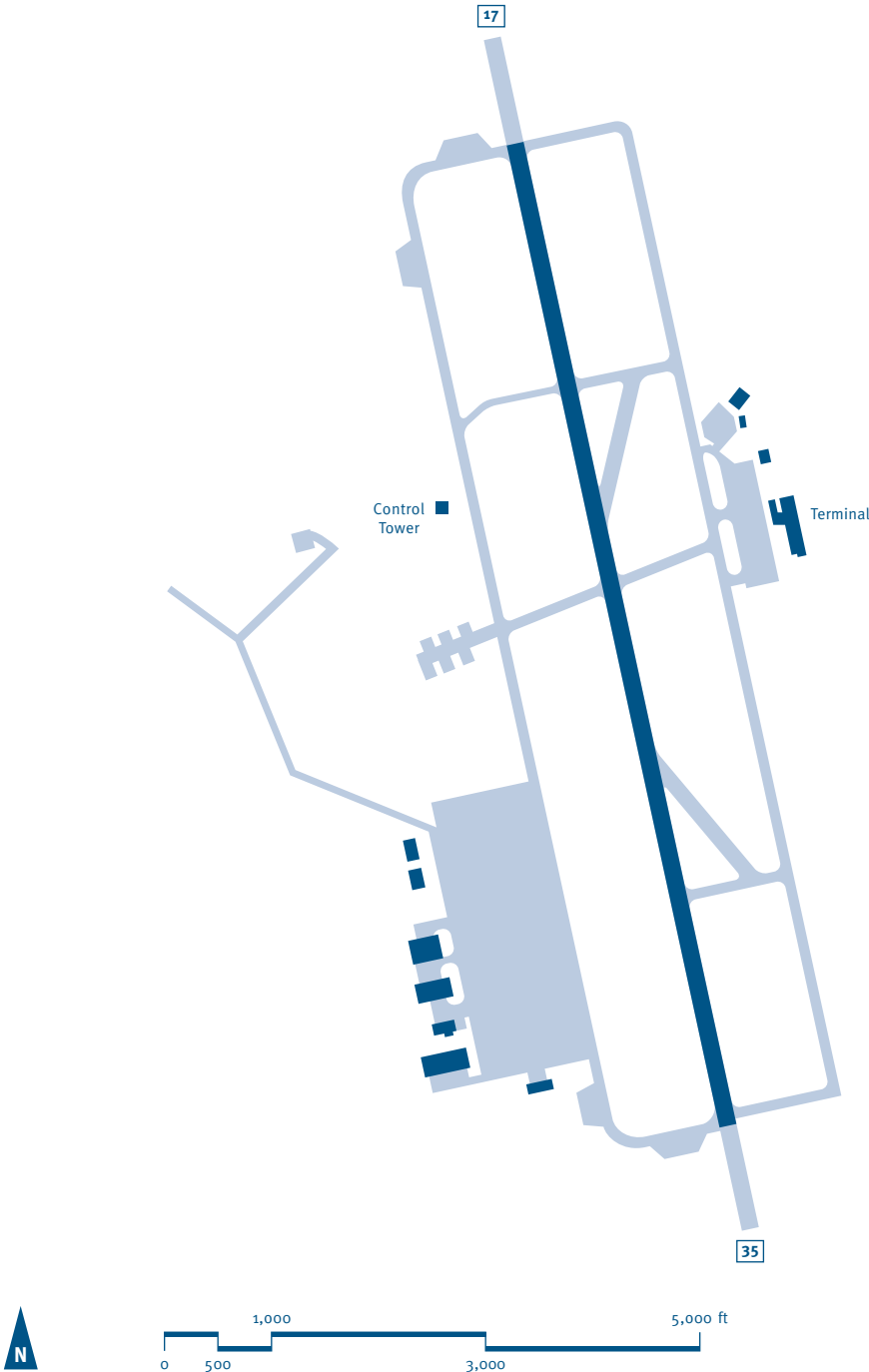
A new north-south Runway 18/36, is planned. This new runway will be nearly parallel to the existing Runway 1/19 and will be located west of the threshold of Runway 10, approximately 11,000 ft. away from Runway 1/19. Pending environmental findings and funding availability, it is expected that the runway will be completed around 2010.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
4.8	4,332,835	4,454,181	4,669,177	170	161,051	168,983	168,891
4.4				164			
	FY97	FY98	FY99		FY97	FY98	FY99

MYR – Myrtle Beach International Airport

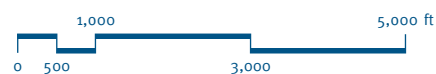
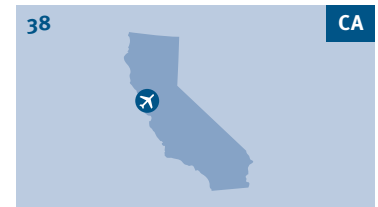
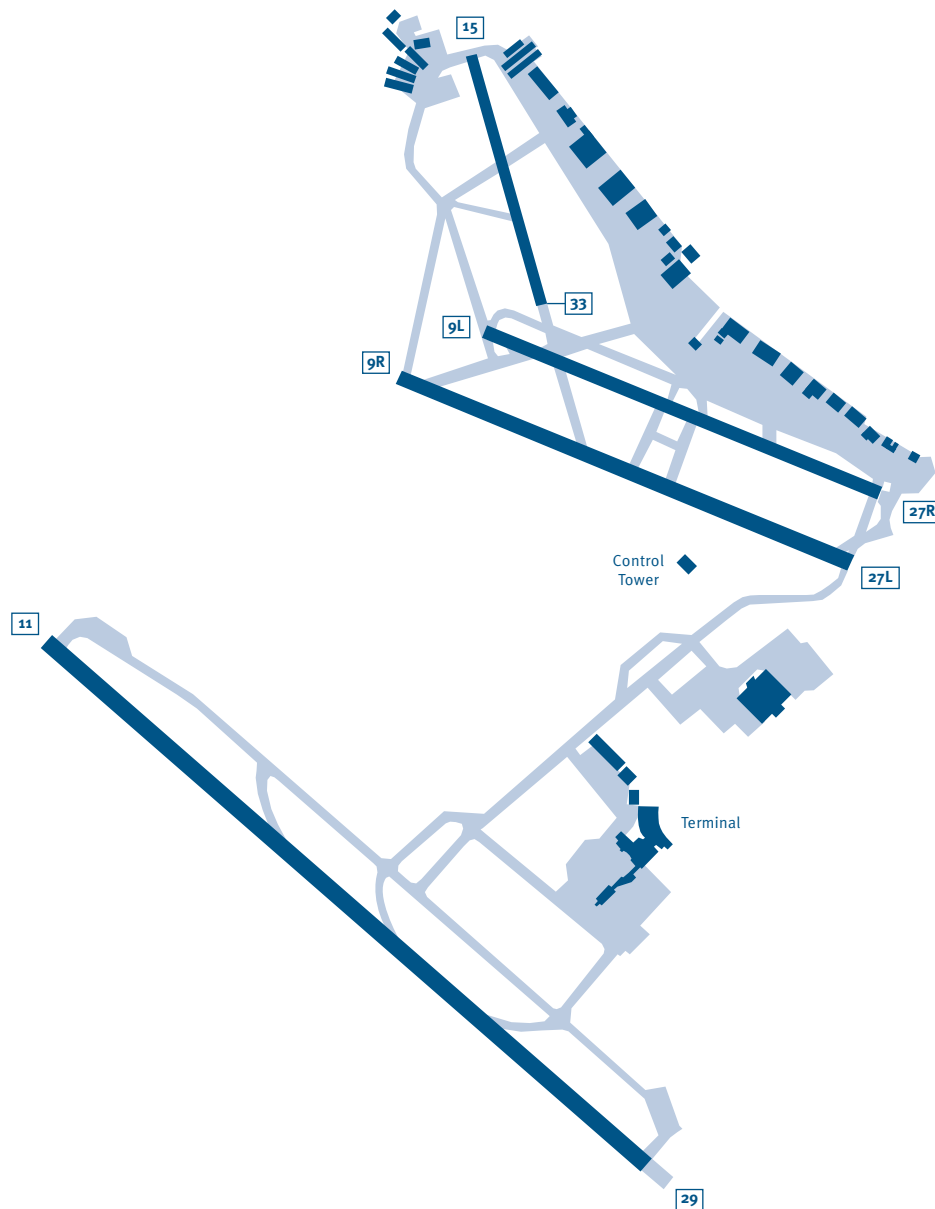
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.62	495,856	529,207	619,039	80	57,498	65,585	70,383
0.54				65			
	FY97	FY98	FY99		FY97	FY98	FY99

OAK – Metropolitan Oakland International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
4.8	4,515,724	4,457,555	4,733,764	520	488,476	515,926	508,454
4.5				500			
	FY97	FY98	FY99		FY97	FY98	FY99

OGG – Kahului Airport

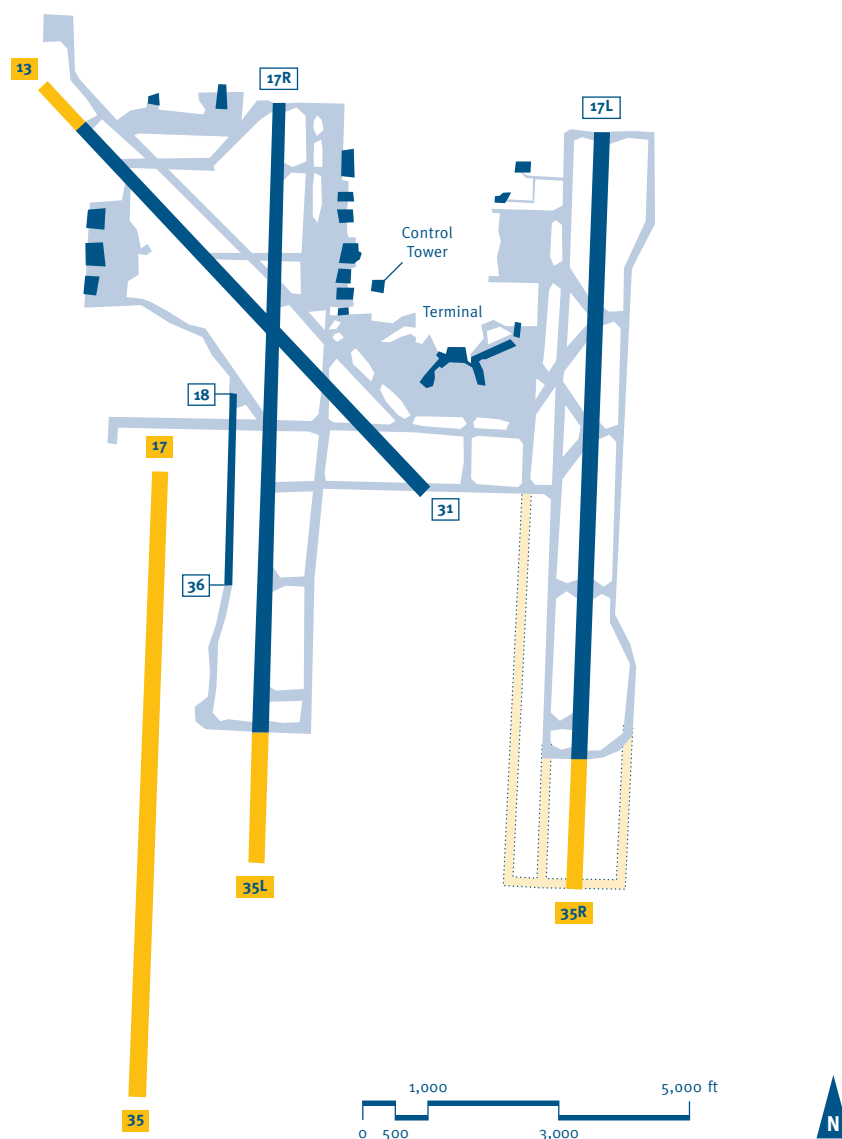
An extension of Runway 2/20 is being planned. An EIS has been completed, and the extension could be operational by 2001, at a cost of \$47 million.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.0	2,654,630	2,763,433	2,852,793	200	175,103	174,183	192,479
2.7				180			
	FY97	FY98	FY99		FY97	FY98	FY99

OKC – Oklahoma City Will Rogers World Airport

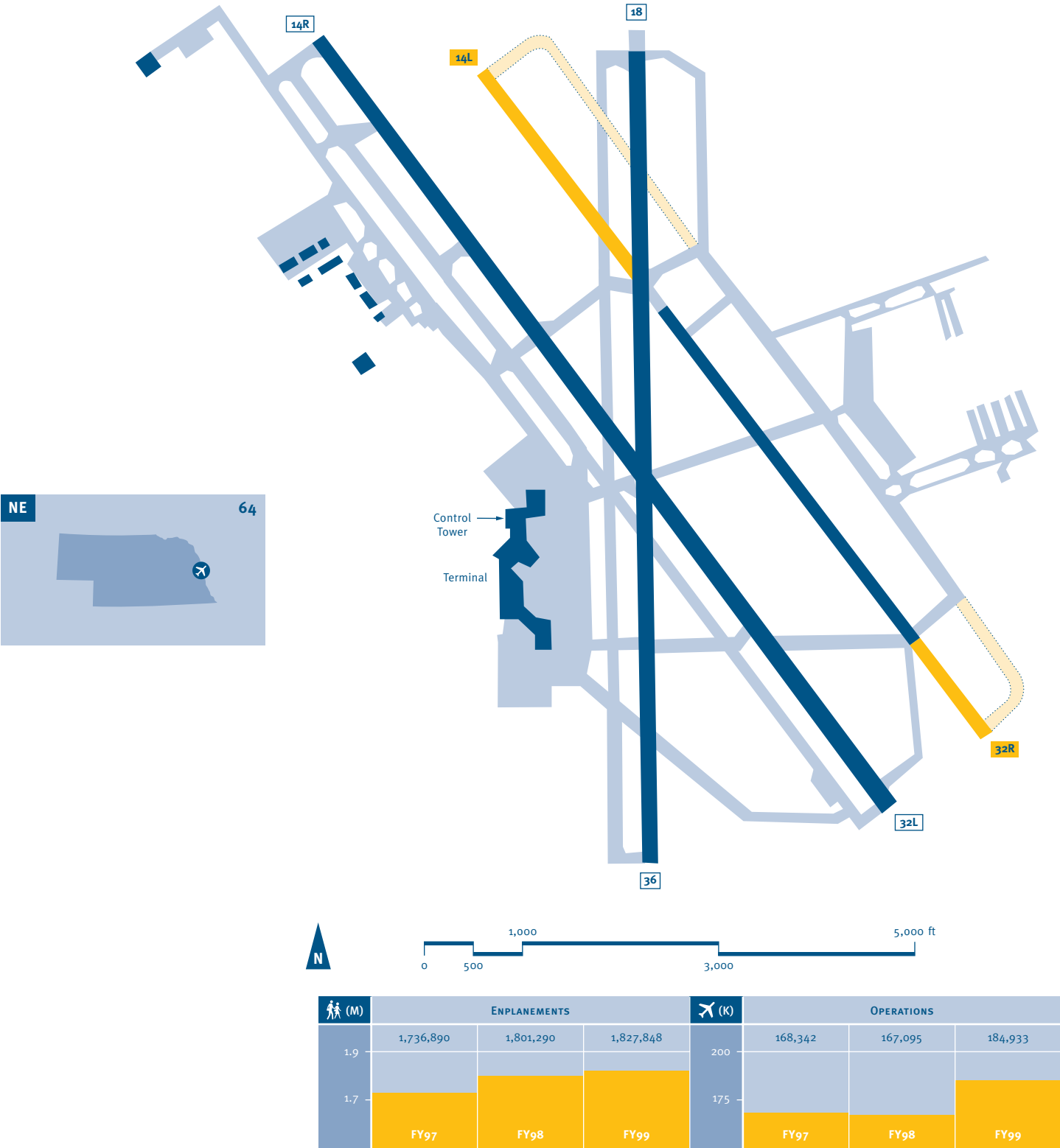
Construction of a new west parallel runway 1,600 ft. west of Runway 17/35 is reflected on the ALP. Estimated cost of construction is \$13 million. Extensions to both north/south runways, Runways 17L/35R and 17R/35L, are also planned. The estimated cost of extending the runways is \$8 million each. Construction of the extension to Runway 17R/35L is expected to start in 2010 and be completed by 2014. A 2,200 ft. extension to the northwest of Runway 13/31 is planned as well. Relocation of MacArthur Boulevard may begin in 2003, with runway completion in 2010. The cost is estimated at \$11.6 million.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.8	1,737,136	1,720,263	1,743,145	170	158,550	164,090	161,662
1.7				160			
	FY97	FY98	FY99		FY97	FY98	FY99

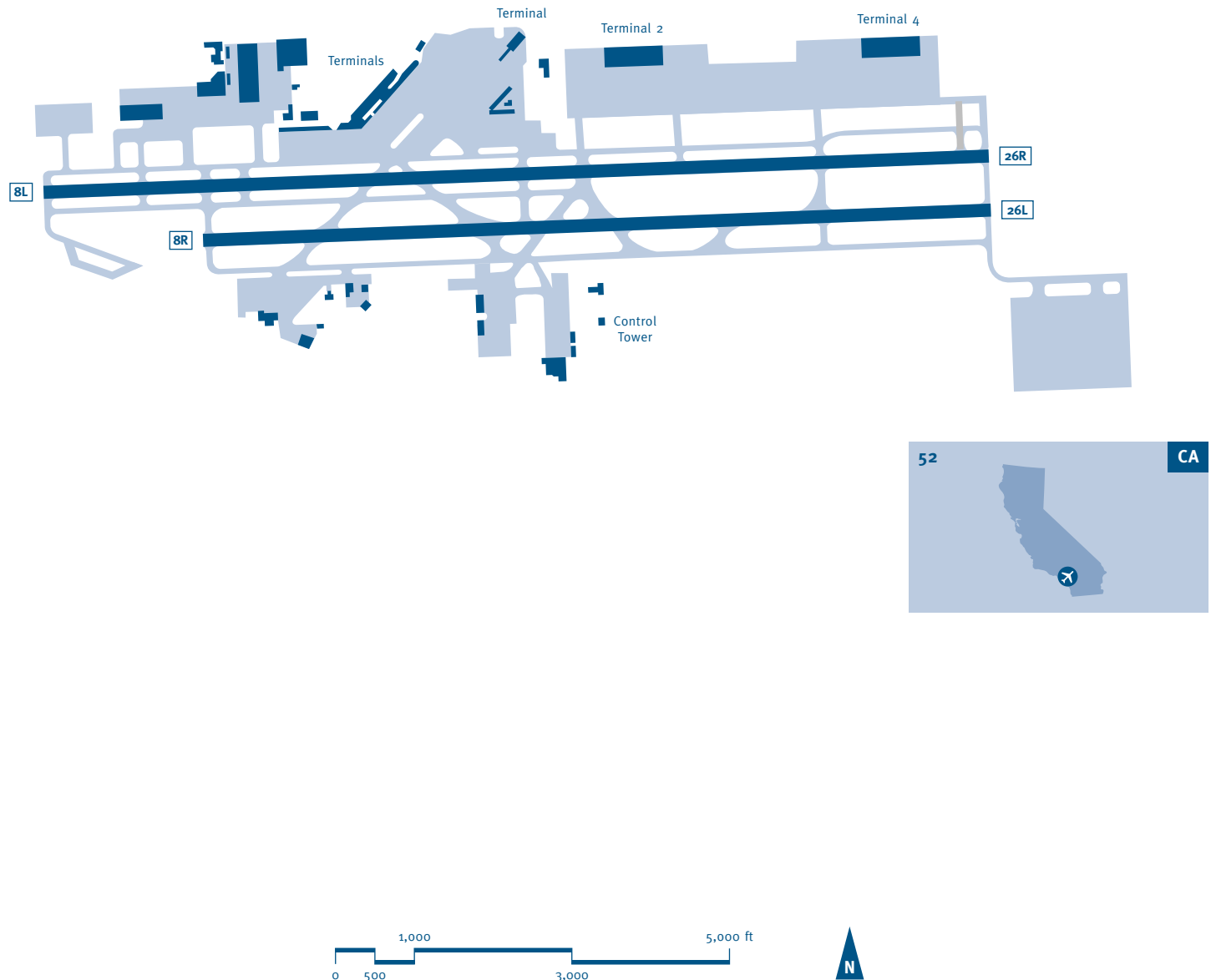
OMA – Omaha Eppley Airfield

A 1,000-ft. extension to Runway 32R and a 3,400 ft. extension to Runway 14L are planned. No estimates of cost or completion dates are available at this time.



ONT – Ontario International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
3.2	3,084,685	3,008,929	3,081,421	170	160,932	142,226	157,481
3.0				150			
	FY97	FY98	FY99		FY97	FY98	FY99

ORD – Chicago O'Hare International Airport

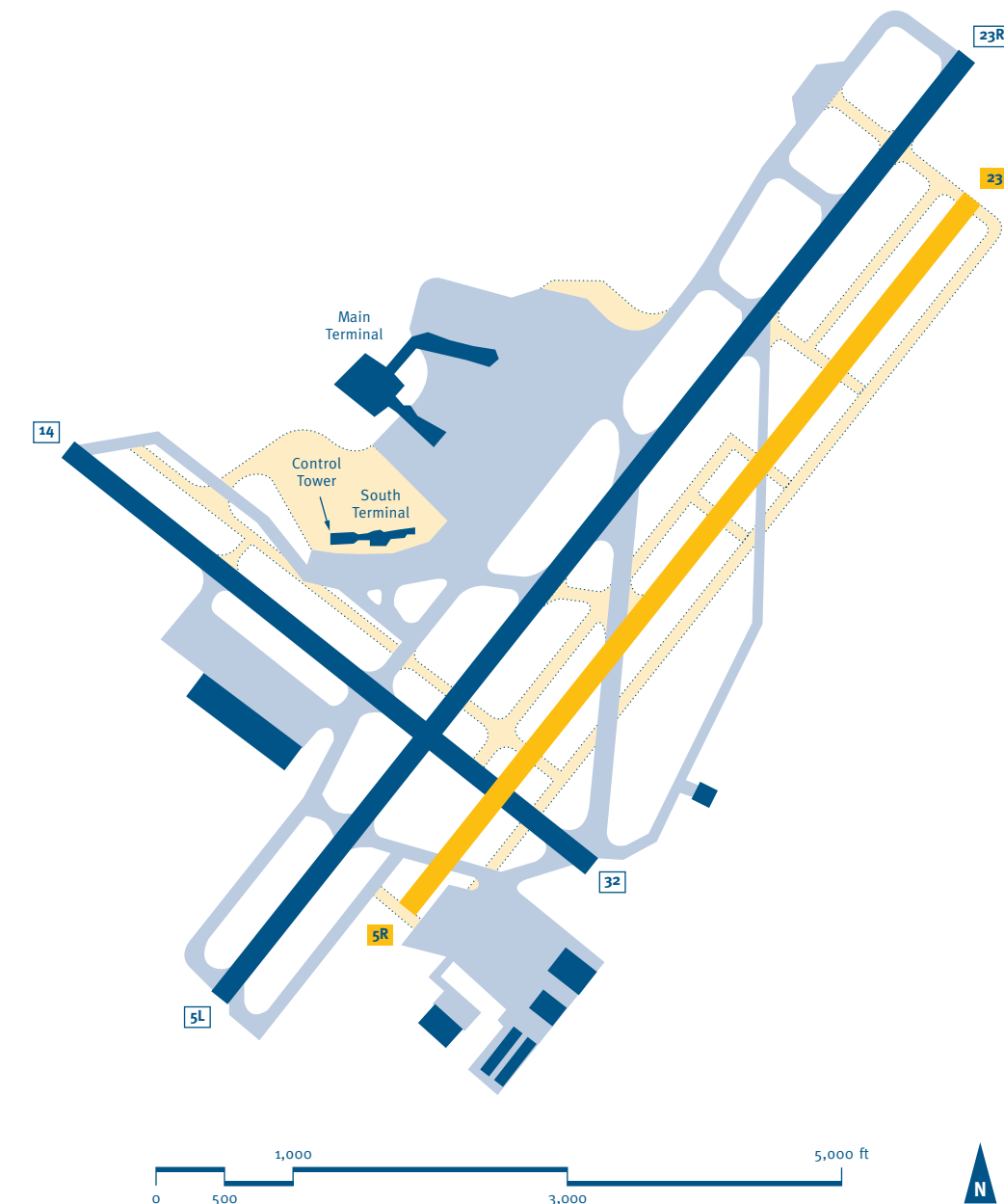
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
36	32,653,838	34,275,979	34,418,016	900	890,383	888,333	898,855
33				880			
	FY97	FY98	FY99		FY97	FY98	FY99

ORF – Norfolk International Airport

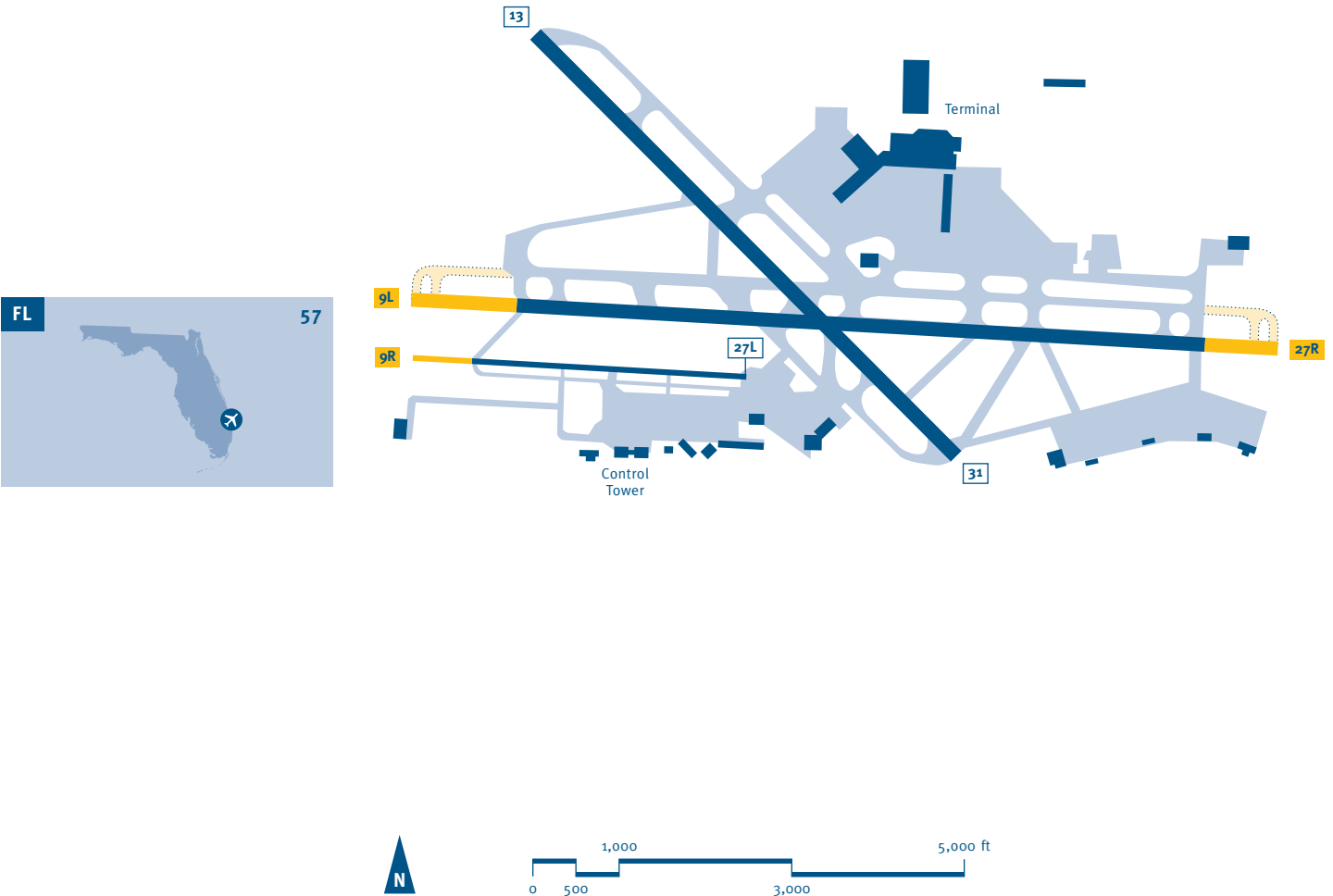
A new air carrier runway, Runway 5R/23L, was analyzed by the Eastern Virginia Capacity Design Team. An Environmental Review is currently underway. Runway construction is anticipated to begin in spring 2002 with completion by 2004, at an estimated cost of \$100 million providing the airport can acquire the small amount of additional land required.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.5	1,430,583	1,429,023	1,488,519	160	143,006	150,345	151,120
1.4				145			
	FY97	FY98	FY99		FY97	FY98	FY99

PBI – Palm Beach International Airport

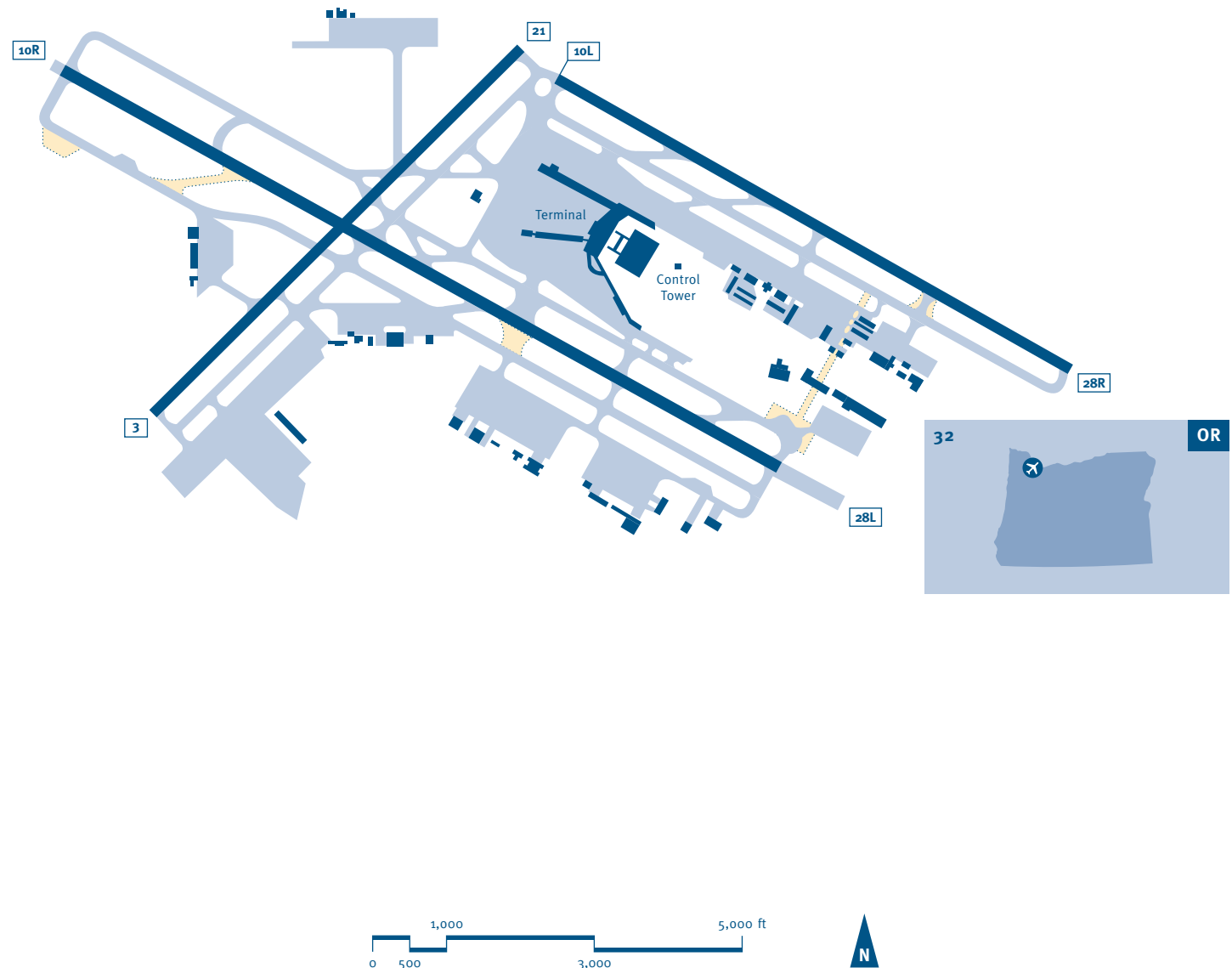
Runway 9L/27R is planned to be extended 1,200 ft. to the west and 811 ft. to the east, for a total length of 10,000 ft. The total estimated project cost is \$9 million. An environmental assessment was completed and a Finding of No Significant Impact (FONSI) was issued in April 1998. Construction started in 1999 and is expected to be completed in 2000. The runway thresholds will remain in their present locations; therefore, the extended length will only be used for departures.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.0	2,938,031	2,901,612	2,822,271	210	200,527	193,091	196,866
2.8				195			
	FY97	FY98	FY99		FY97	FY98	FY99

PDX – Portland International Airport

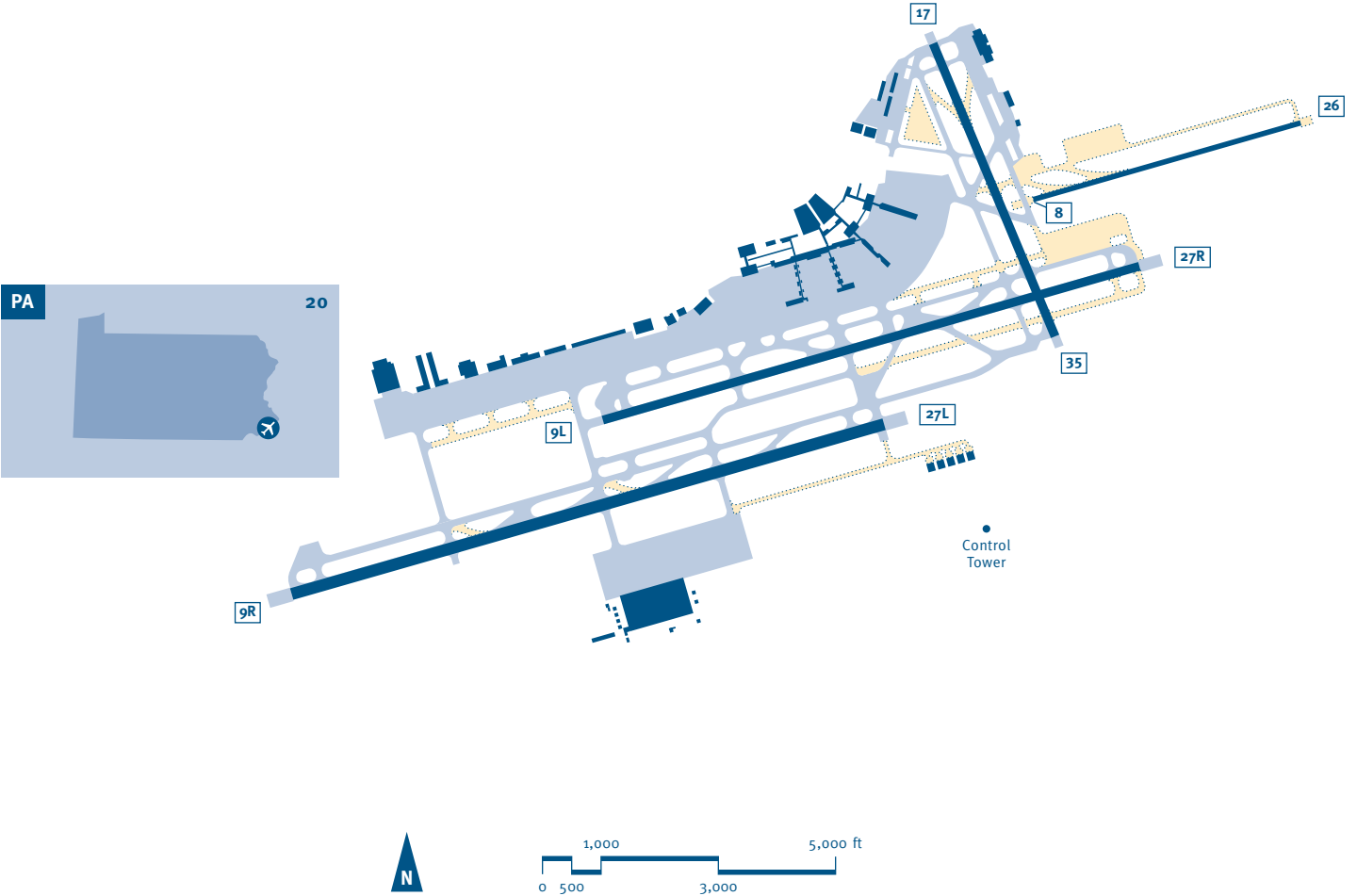
As a result of the 1996 Capacity Enhancement Plan, two new high-speed taxiway exits along Taxiway B were constructed, and two exits along Taxiway C will be constructed in the future. A north/south taxiway is also recommended to connect the east ends of the parallel runways. Installation of an ILS on 28L was completed.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
6.8	6,334,879	6,296,555	6,673,068	330	327,731	324,617	322,519
6.4				320			
	FY97	FY98	FY99		FY97	FY98	FY99

PHL – Philadelphia International Airport

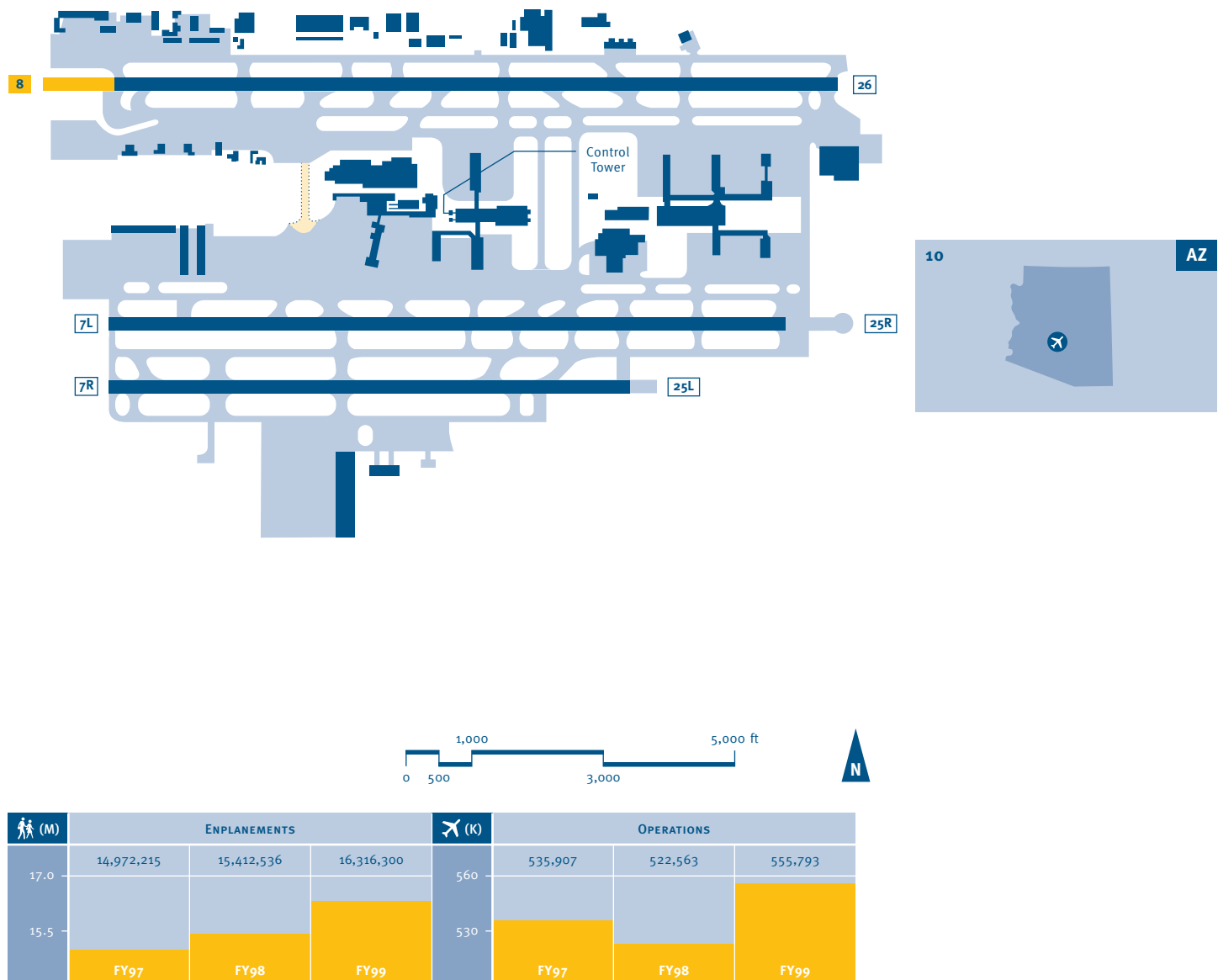
The new 5,000-ft. parallel commuter runway, Runway 8/26, opened in late-1999 at an estimated cost of \$220 million. It is located 3,000 ft. north of Runway 9R/27L.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
	12.0	11.470,165	11,711,796		459,516	465,292	478,397
10.5				480			
	FY97	FY98	FY99	460	FY97	FY98	FY99

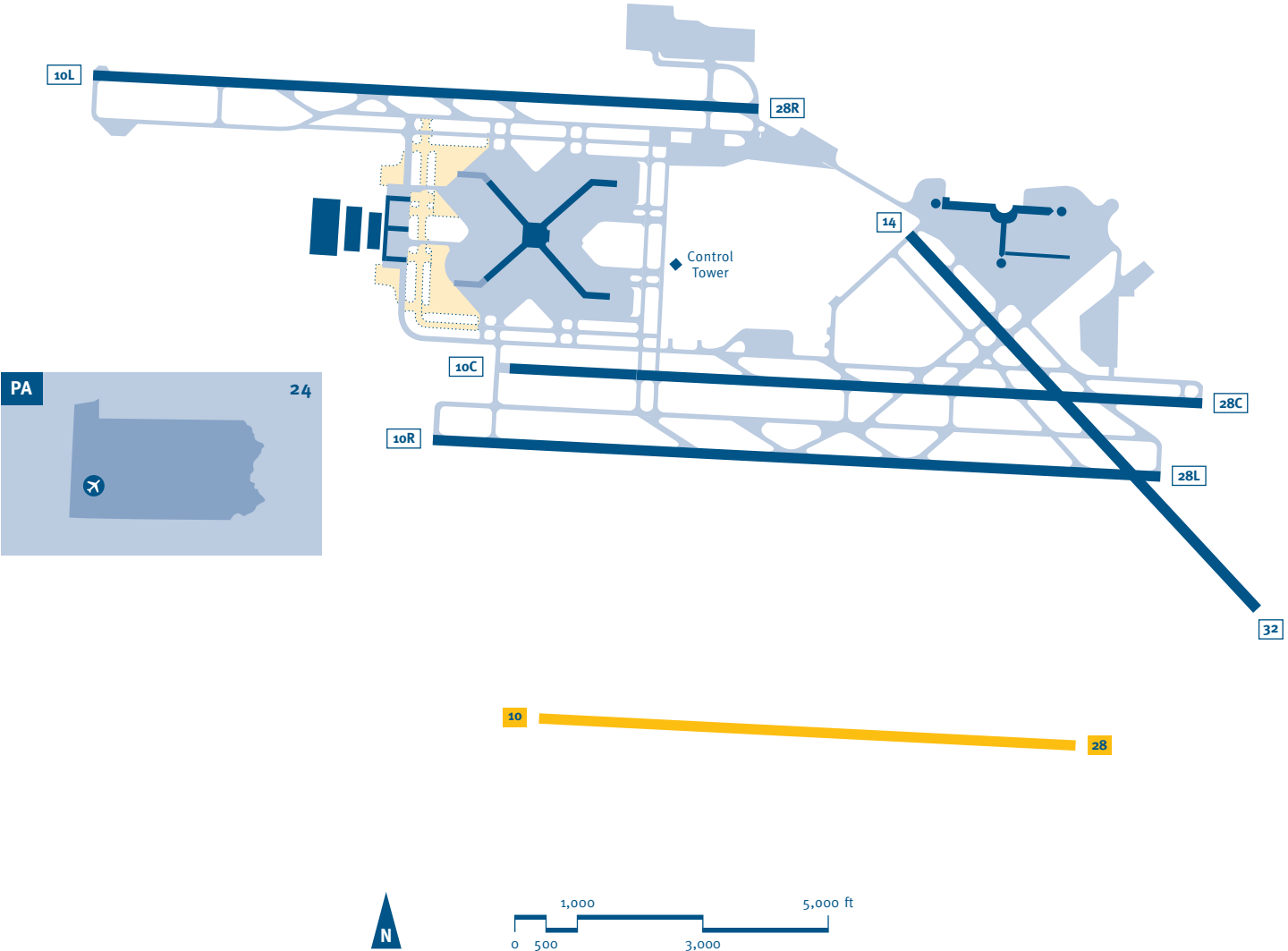
PHX – Phoenix Sky Harbor International Airport



A new third parallel runway, Runway 7/25 800 ft. south of Runway 8R/26L, was recently completed. Runway 7/25 is being constructed to a length of 7,800 ft. The airport layout plan proposes an ultimate length of 9,500 ft, but further construction is not scheduled at this time. The construction of a 900 ft. west extension of Runway 8L/26R, at an estimated cost of \$7.0 million, is expected to begin late-2000 and be completed by early 2002.



PIT – Greater Pittsburgh International Airport

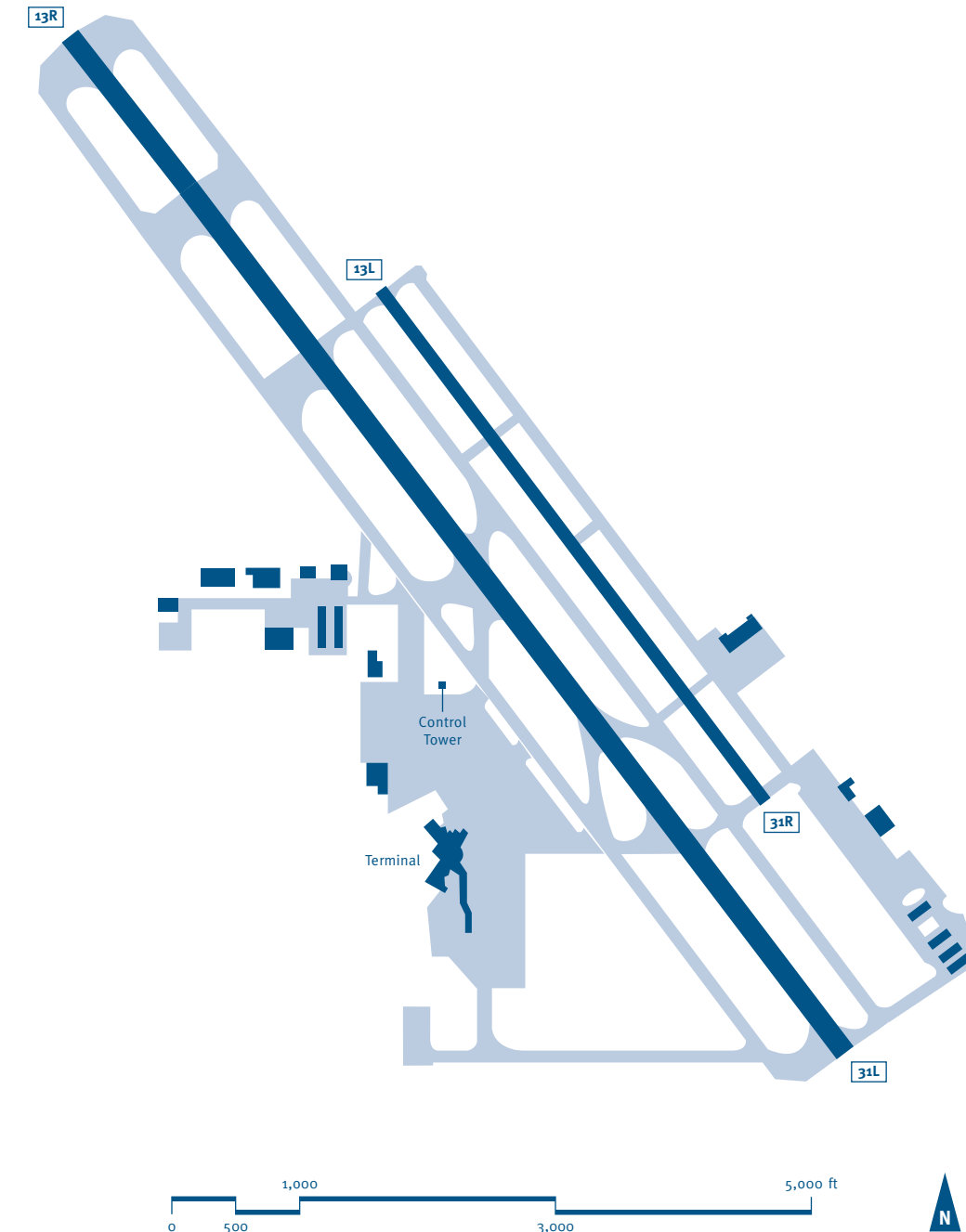
The ongoing Master Plan has recommended that at least two new runways will be needed within a twenty year planning period to accommodate projected Baseline (normal growth) forecast demands and achieve acceptable aircraft delay times and associated delay costs. The southern parallel will be located approximately 4,300 ft. south of existing Runway 10R/28L and should be operational by the time the airport reaches 495,000 annual aircraft operations. The Master Plan is to be completed in 2001.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
10.5	10,362,917	10,174,826	9,480,757	460	458,470	451,255	439,032
9.5				440			
	FY97	FY98	FY99		FY97	FY98	FY99

PSP – Palm Springs Regional Airport

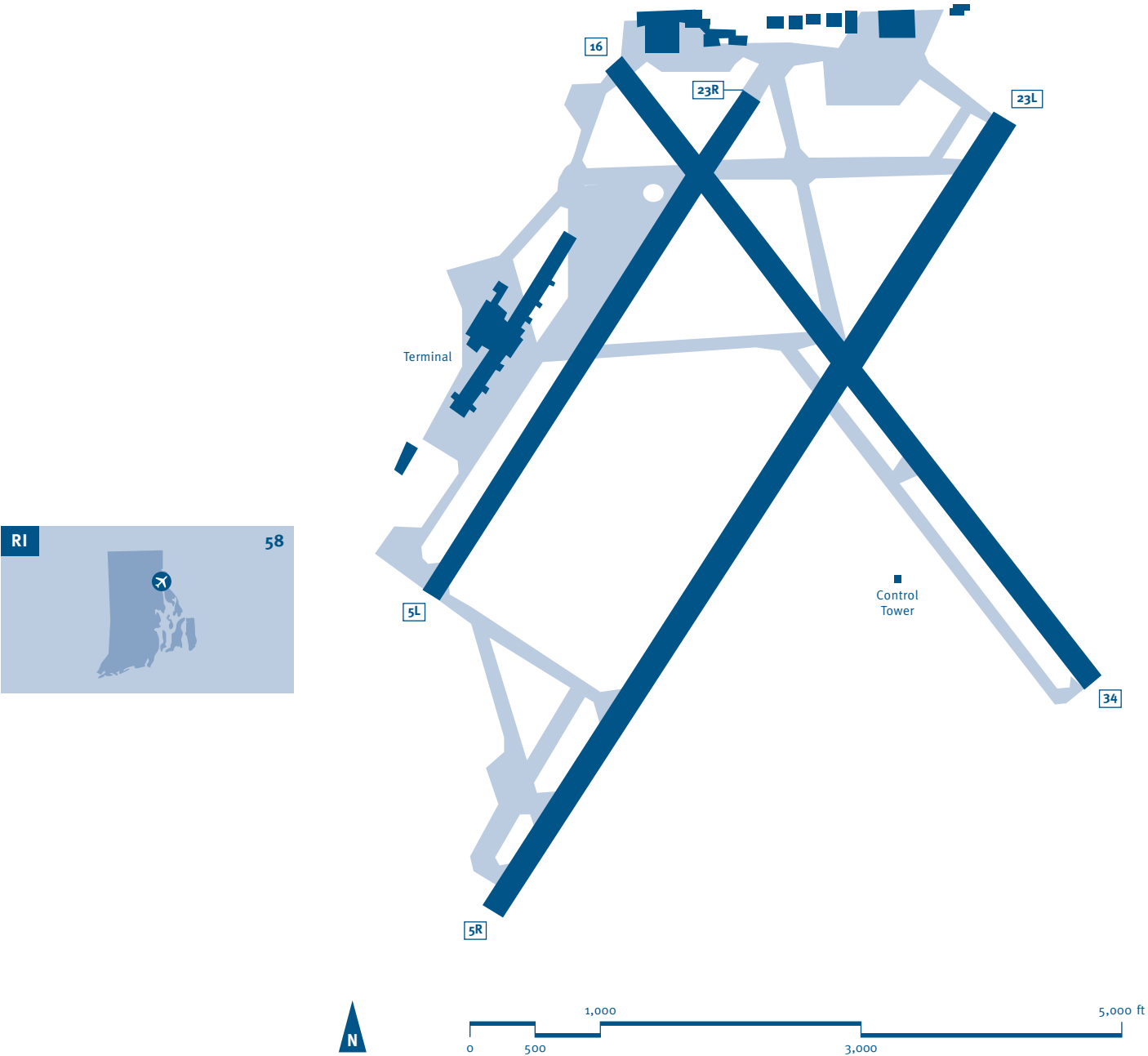
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.64	558,892	610,591	630,835	110	89,606	87,761	102,030
0.58				95			
	FY97	FY98	FY99		FY97	FY98	FY99

PVD – Providence Theodore Francis Green State Airport

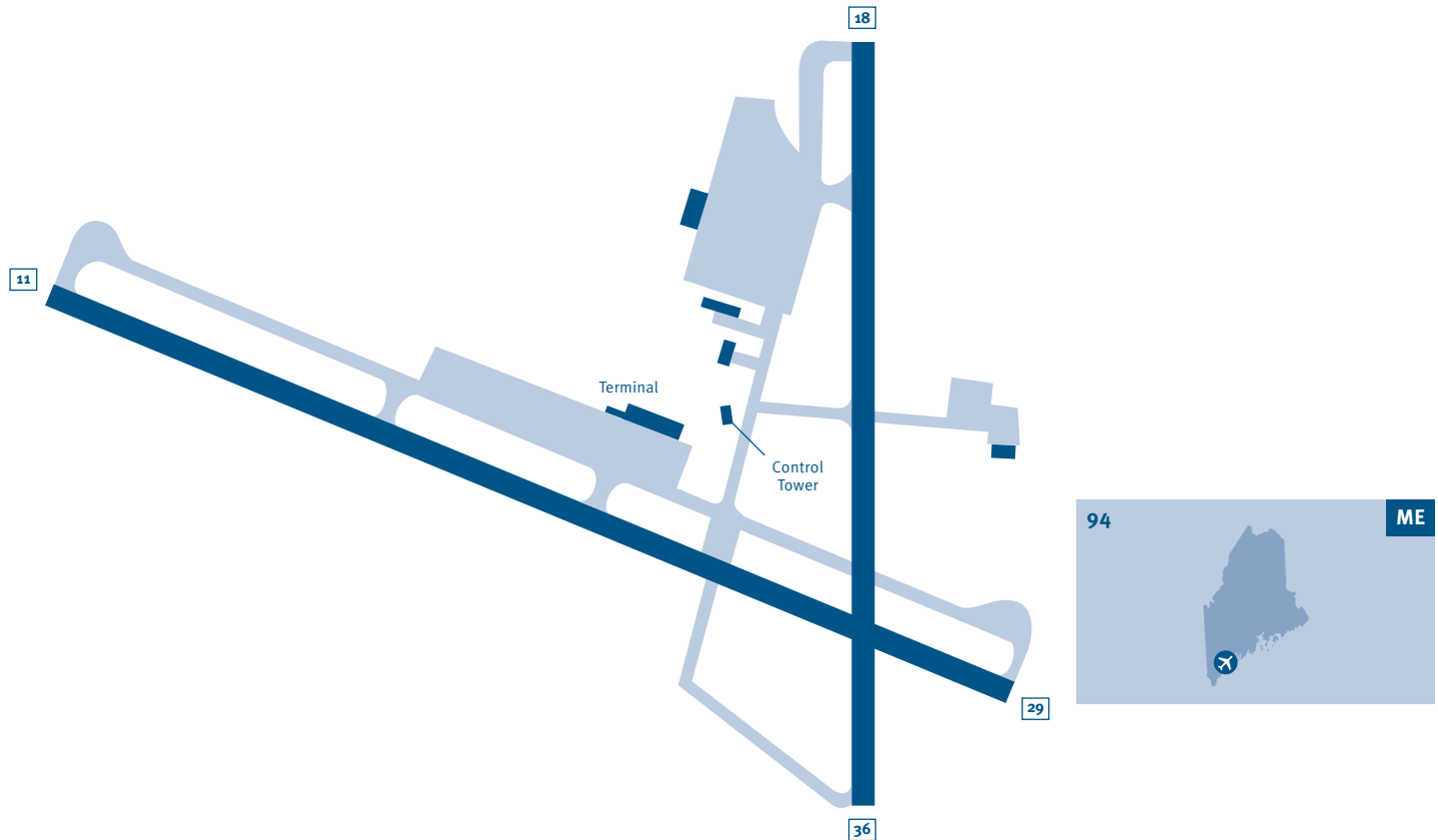
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
	1,900,726	2,219,471	2,479,686		142,738	153,799	157,597
2.6				160			
2.1				145			
	FY97	FY98	FY99		FY97	FY98	FY99

PWM – Portland International Jetport

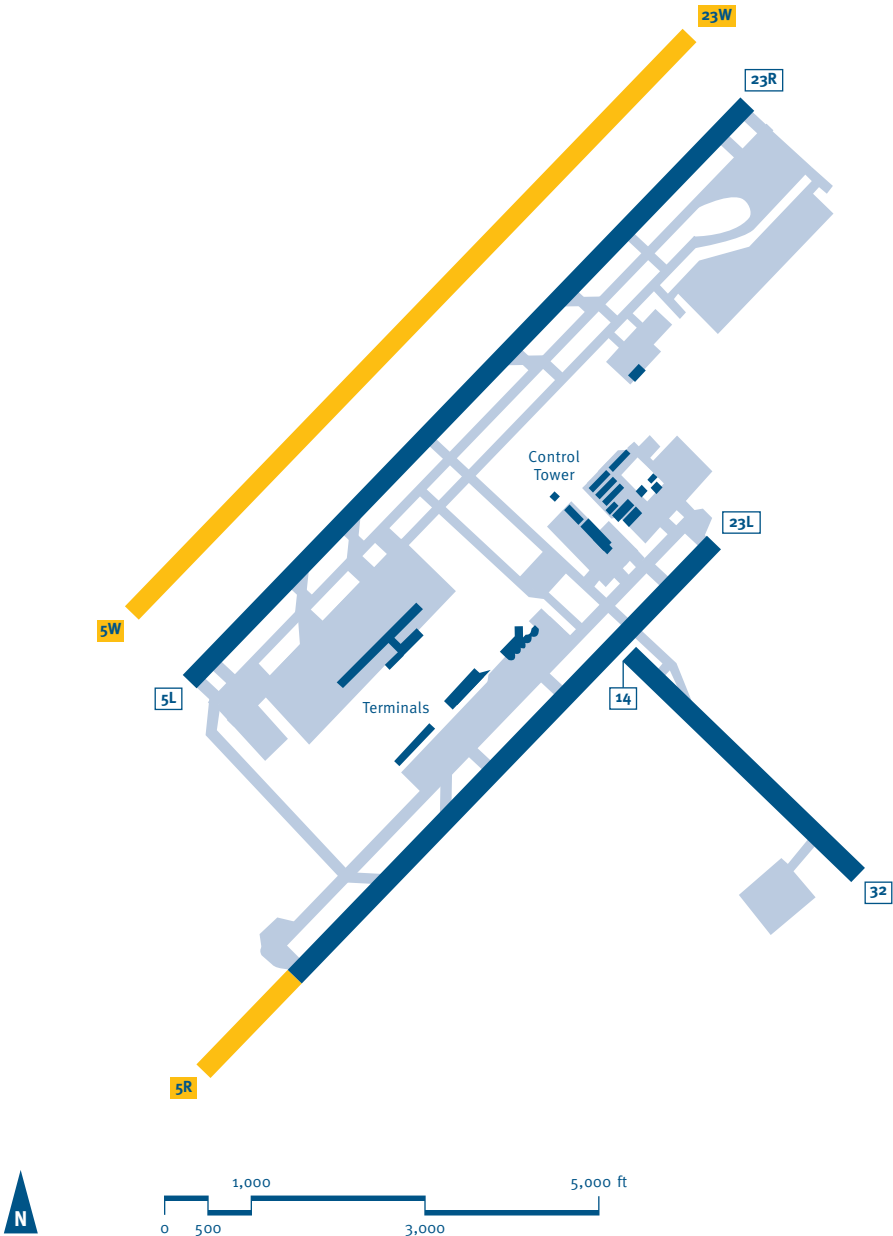
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
0.70	591,123	630,678	681,163	130	125,866	127,261	128,964
0.62				125			
	FY97	FY98	FY99		FY97	FY98	FY99

RDU – Raleigh-Durham International Airport

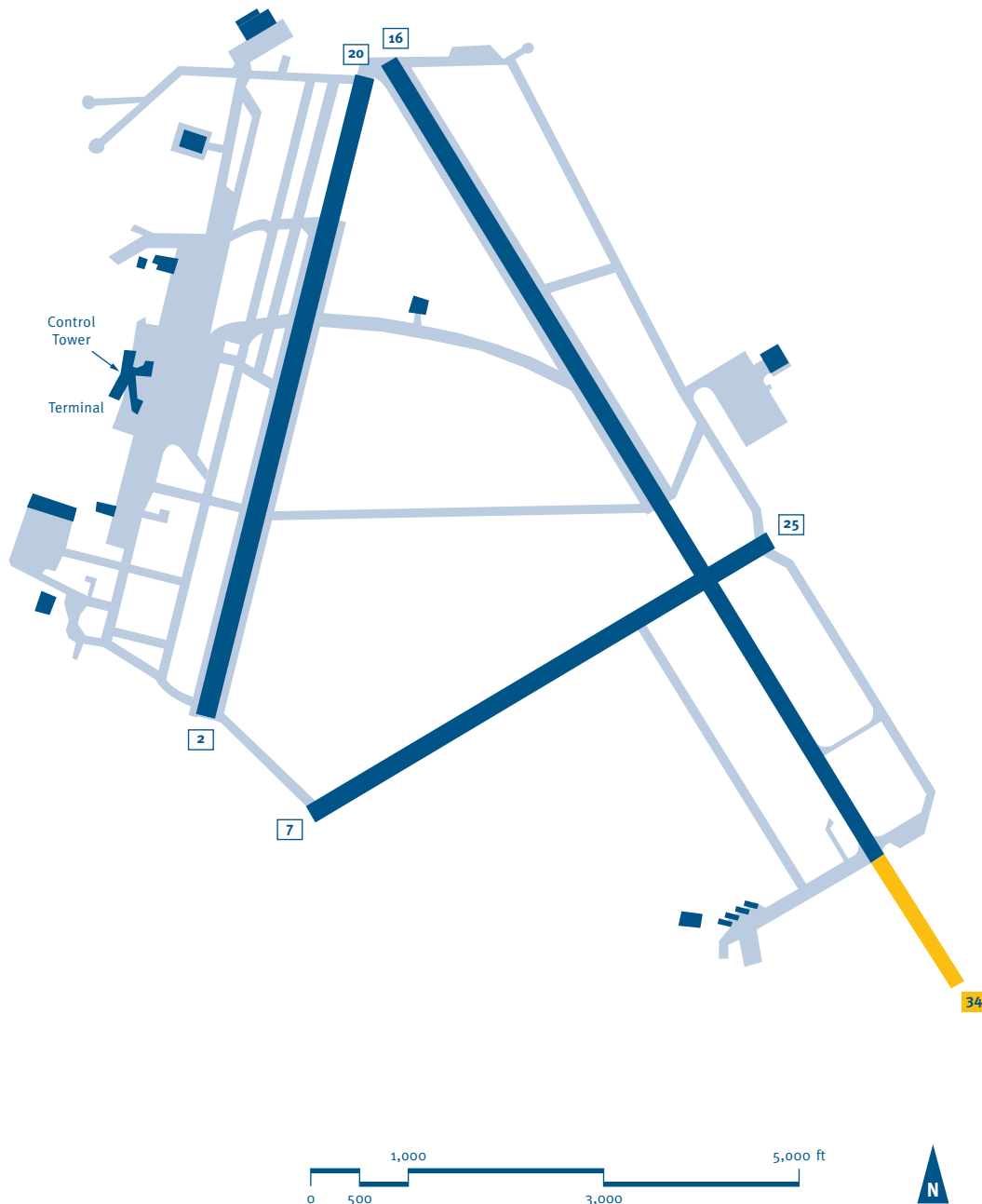
A new 8,000-ft. parallel Runway 5W/23W, located 3,000-4,300 ft. west of existing Runway 5L/23R, is planned for the future (beyond 2005). An EIS is to begin in 2001. Also a 1,500-ft. runway extension to the south end of existing Runway 5R/23L is planned following the construction of the new runway. This would bring the total useable length for landings and takeoffs to 9,000 ft.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
4.5	3,277,911	3,478,257	4,097,431	300	241,424	250,536	284,111
3.5				260			
	FY97	FY98	FY99		FY97	FY98	FY99

RIC – Richmond International Airport

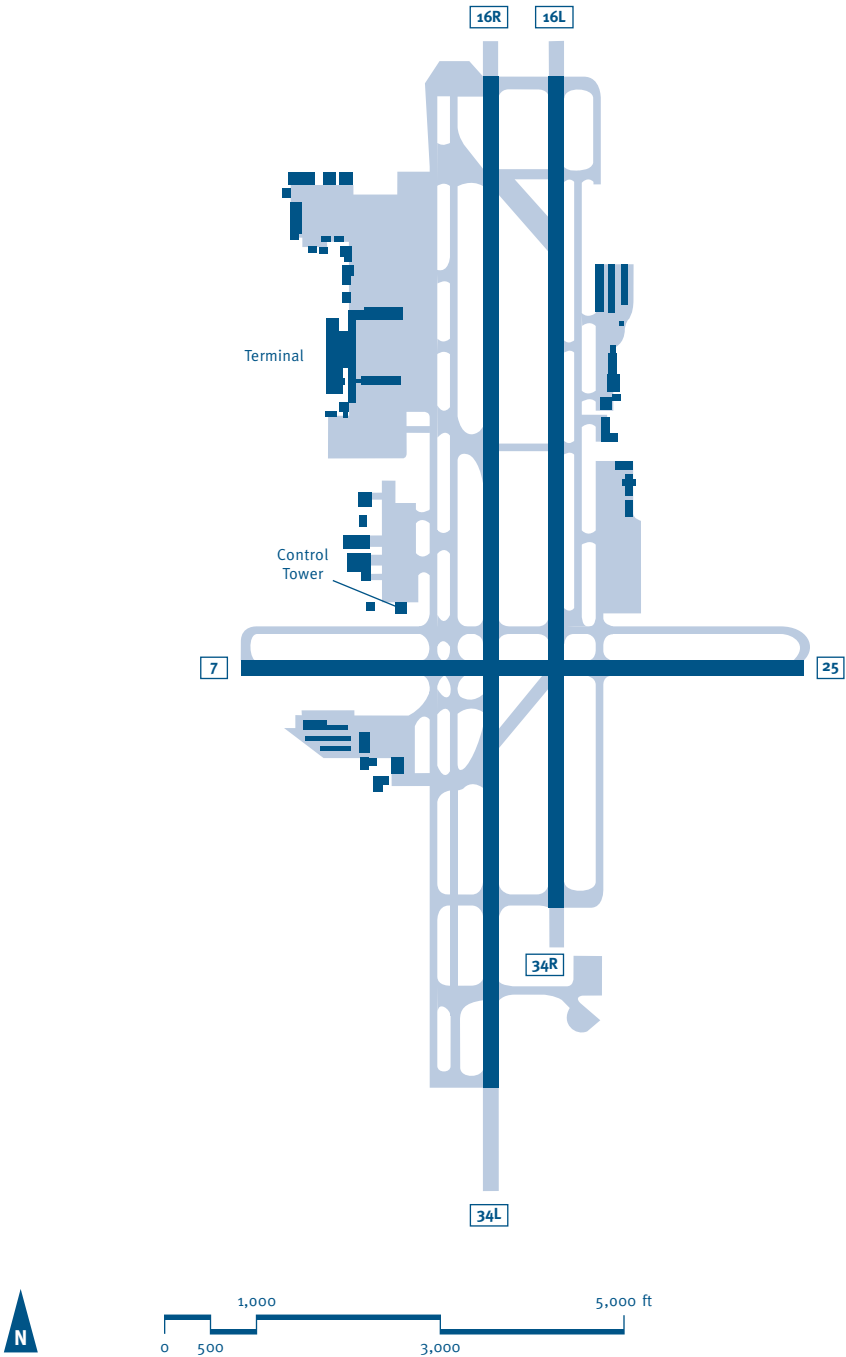
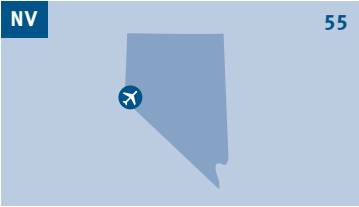
An extension of Runway 16/34 is under design. Construction has been delayed until after 2005.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.4	1,164,855	1,241,588	1,314,927	150	148,439	145,244	128,892
1.2				130			
	FY97	FY98	FY99		FY97	FY98	FY99

RNO – Reno Tahoe International Airport

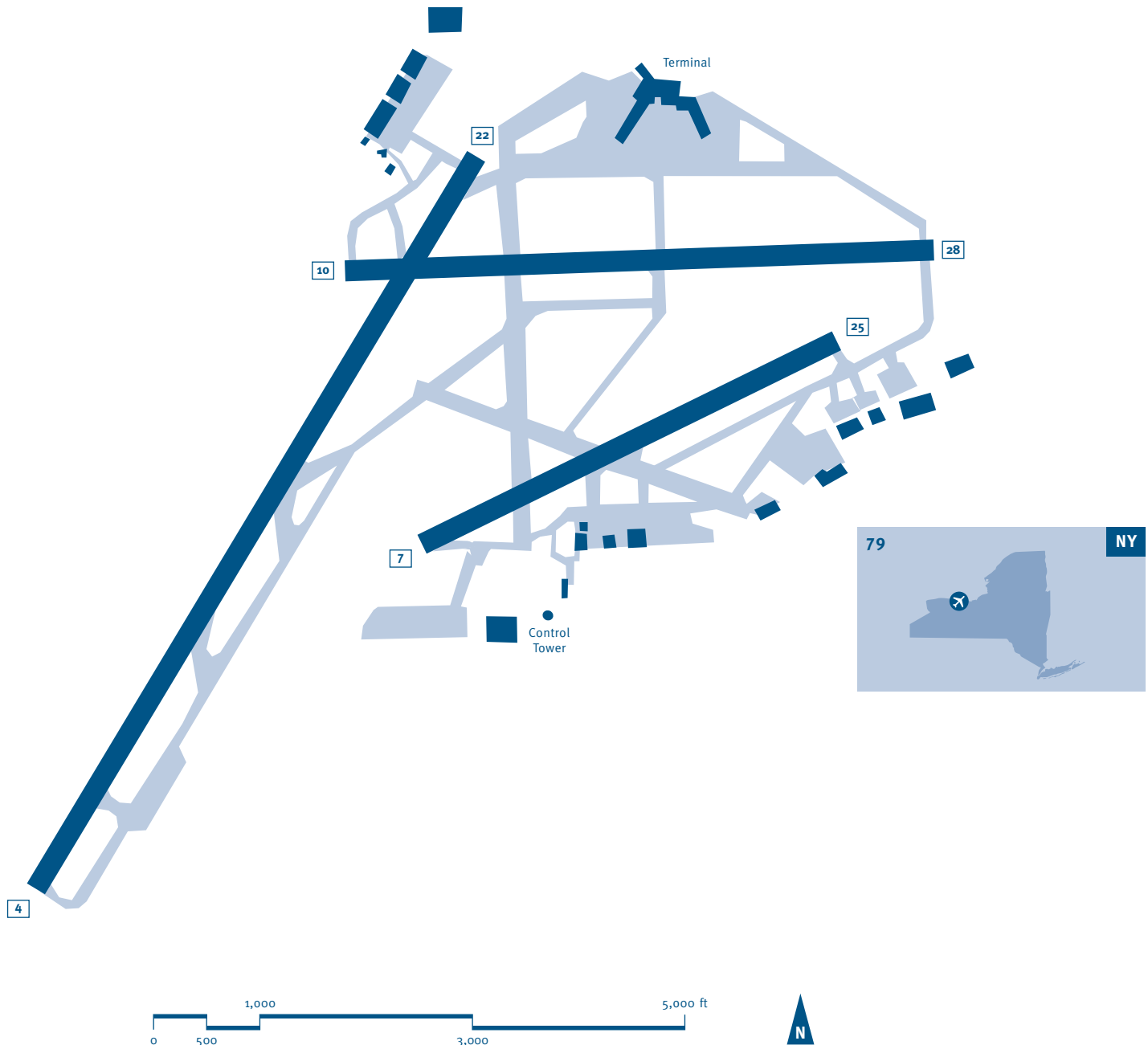
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.5	3,311,931	3,154,577	2,936,412	170	163,082	156,008	152,633
3.0				155			
	FY97	FY98	FY99		FY97	FY98	FY99

ROC – Greater Rochester International Airport

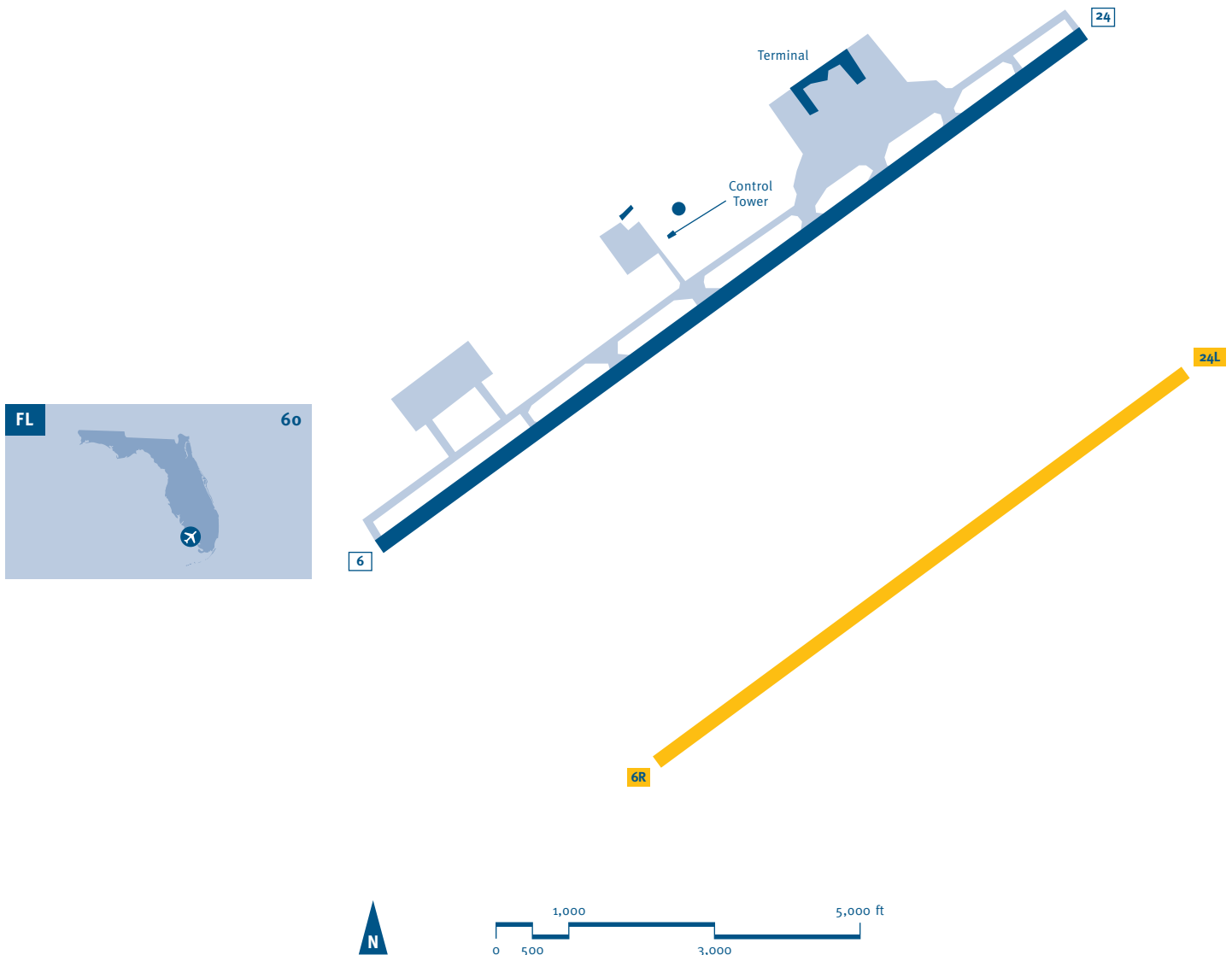
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
1.3	1,238,841	1,247,959	1,252,184	190	178,550	181,056	187,303
1.2				175			
	FY97	FY98	FY99		FY97	FY98	FY99

RSW – Fort Myers Southwest Florida Regional Airport

Planning has begun for a new 9,100 ft. parallel Runway 6R/24L, 4,300 ft. or more southeast of Runway 6/24. Construction is expected to begin in 2008. The new runway should be operational by 2010. The estimated cost of the project is \$80 million. This new runway will support independent parallel operations. A new terminal complex is planned to be located between the parallel runways. It is expected to be operational by 2005.



(M)	ENPLANEMENTS			(K)	OPERATIONS		
2.6	2,179,338	2,252,107	2,403,891	80	66,325	67,291	74,174
2.2				70			
	FY97	FY98	FY99		FY97	FY98	FY99

SAN – San Diego International Lindberg Field

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
7.6	7,087,240	7,317,952	7,550,495	240	220,979	224,140	224,095
7.2				210			
	FY97	FY98	FY99		FY97	FY98	FY99

SAT – San Antonio International Airport

Reconstruction and extension of Runway 12L/30R for air carrier operations is being planned for beyond 2000, as demand warrants. A third parallel runway, Runway 12N/30N, is in the long term planning as well, with a time frame of 5-10 years. Taxiway and cargo ramp expansions are to be completed in 2000. Expansion of the terminal to 29 gates is planned for 2002.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.4	3,361,170	3,379,337	3,384,107	300	254,243	280,595	251,038
3.3				260			
	FY97	FY98	FY99		FY97	FY98	FY99

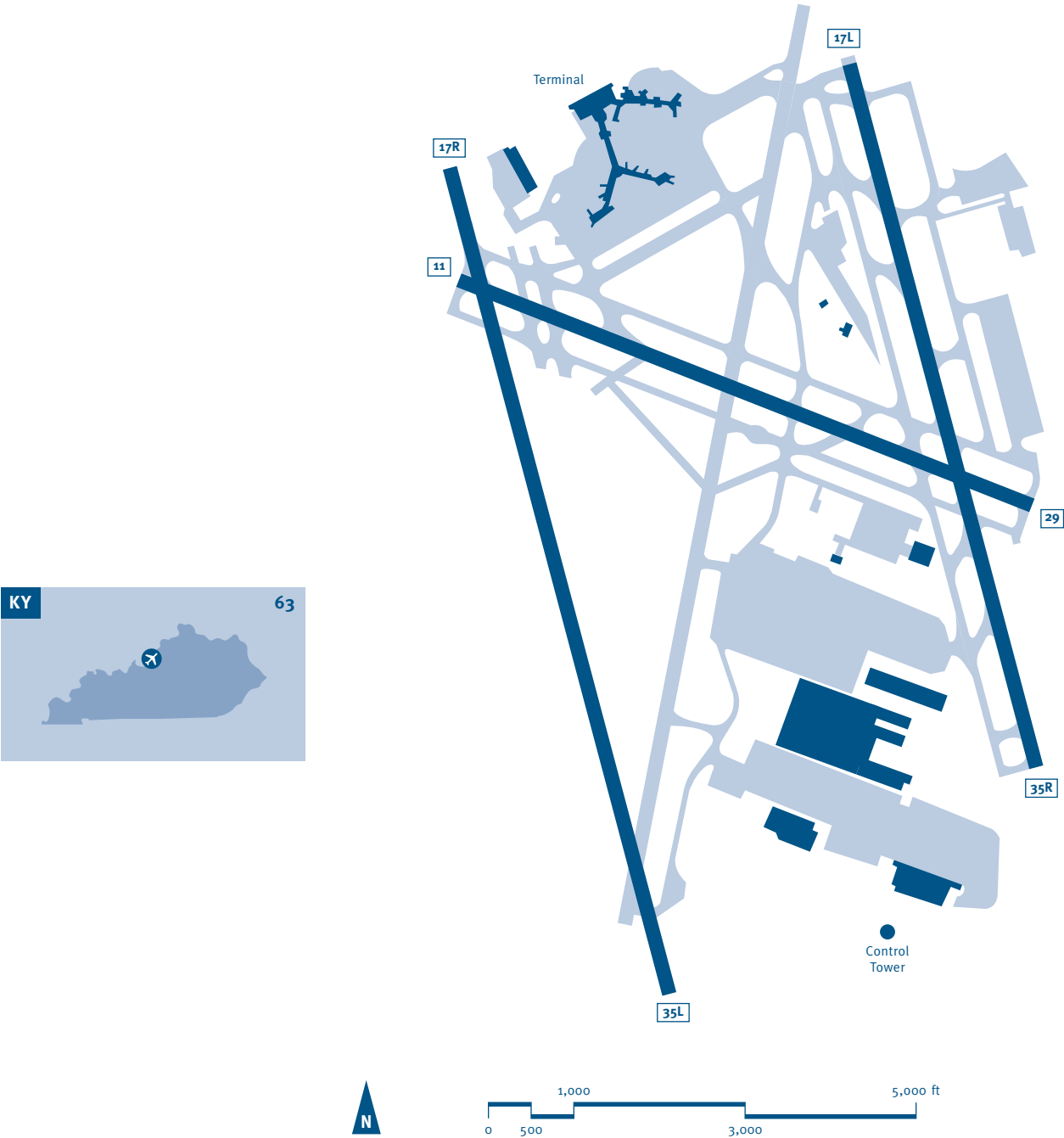
SAV – Savannah International Airport

A new 9,000 ft. parallel Runway 9L/27R, approximately 5,000 ft. north of Runway 9/27, is expected to be constructed by 2020, with an estimated cost of \$20 million. This runway would allow independent parallel operations, thereby potentially doubling hourly capacity.



SDF – Louisville International Airport

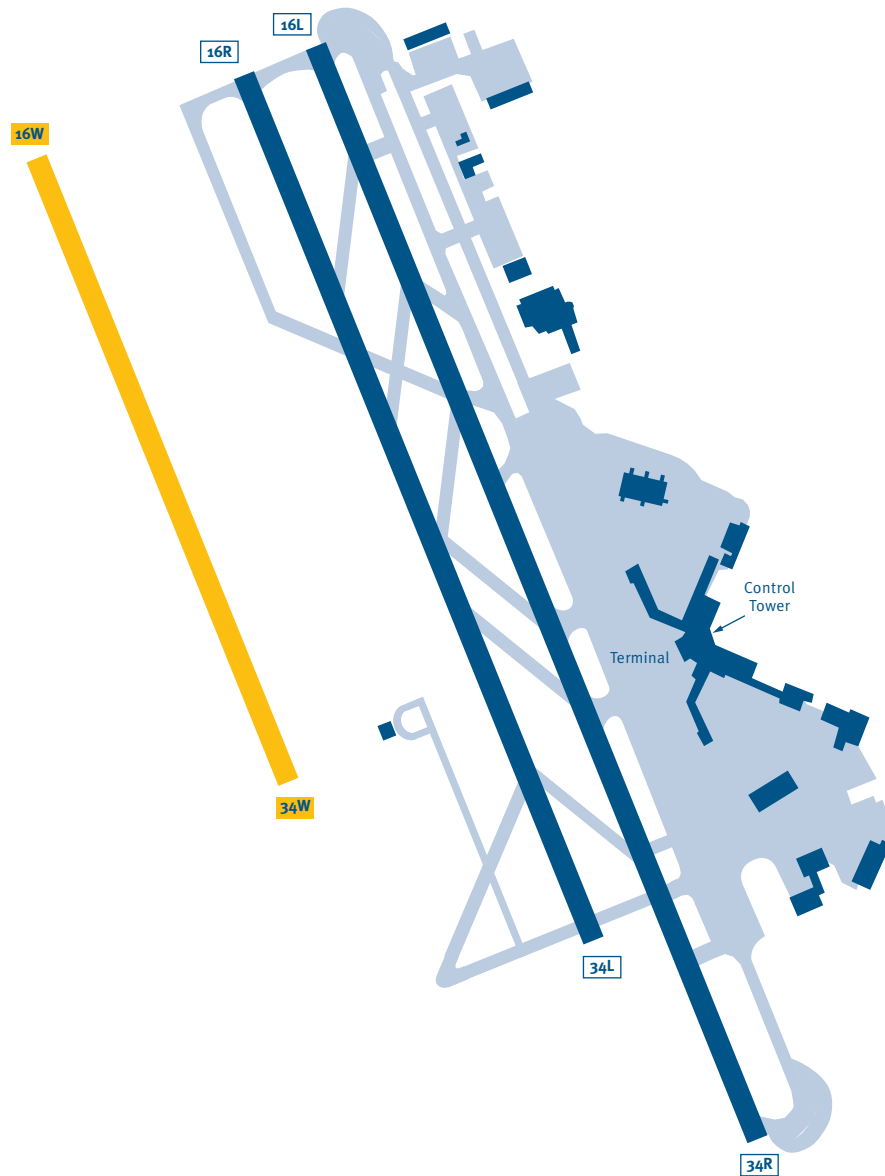
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



<div> <div></div> <div>(M)</div> </div>	ENPLANEMENTS			<div> <div></div> <div>(K)</div> </div>	OPERATIONS		
1.9	1,829,480	1,842,069	1,894,067	185	179,247	172,100	174,250
1.8	FY97	FY98	FY99	175	FY97	FY98	FY99

SEA – Seattle-Tacoma International Airport

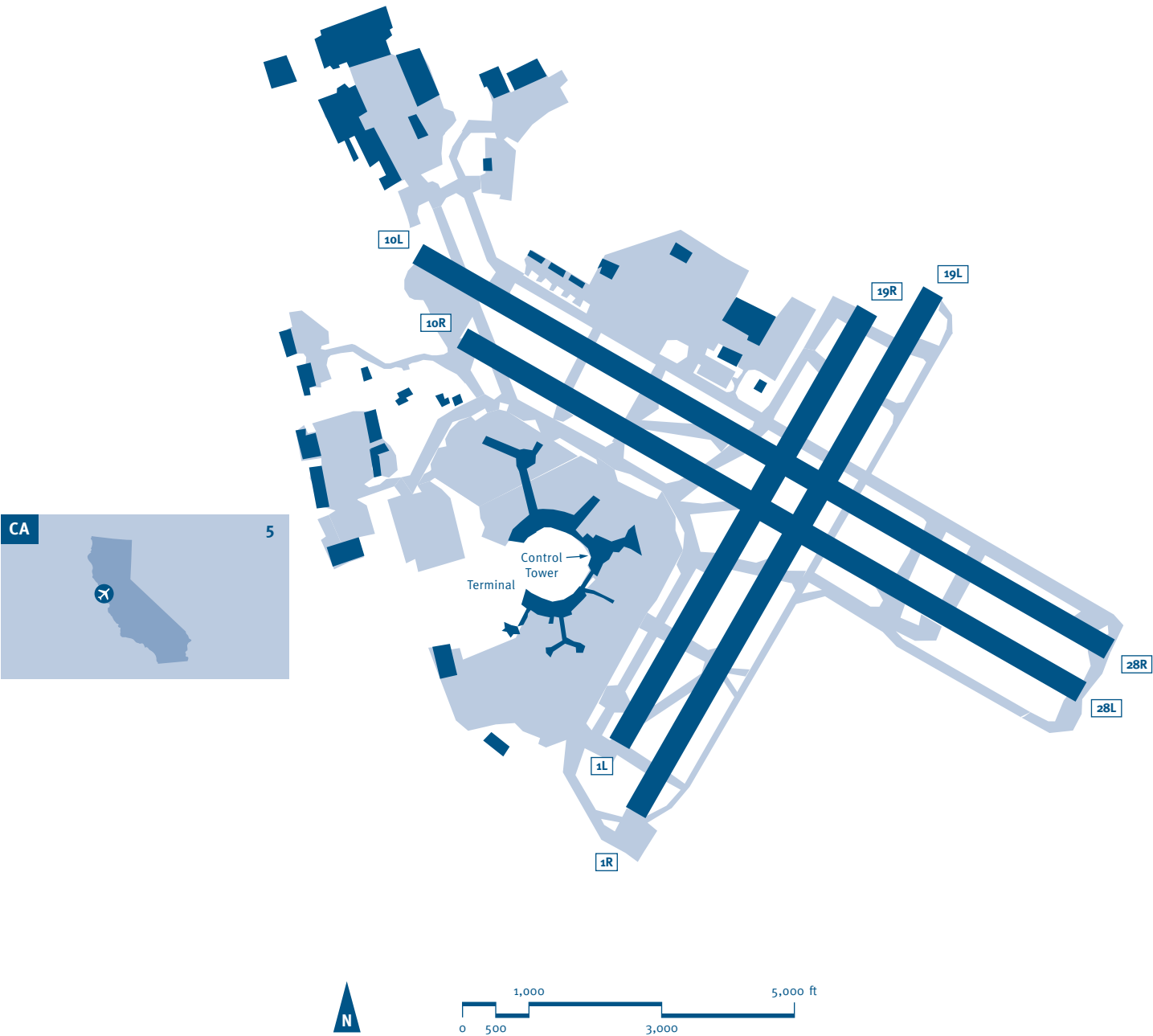
Airport improvements include a new Runway 16W/34W, 8,500 ft. in length, which will be located 2,500 ft. from Runway 16L/34R. Construction began in 1999. The runway will be completed by 2006 for \$750 million.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
14	12,066,405	12,467,503	13,377,182	440	380,965	400,215	430,572
12				400			
	FY97	FY98	FY99		FY97	FY98	FY99

SFO – San Francisco International Airport

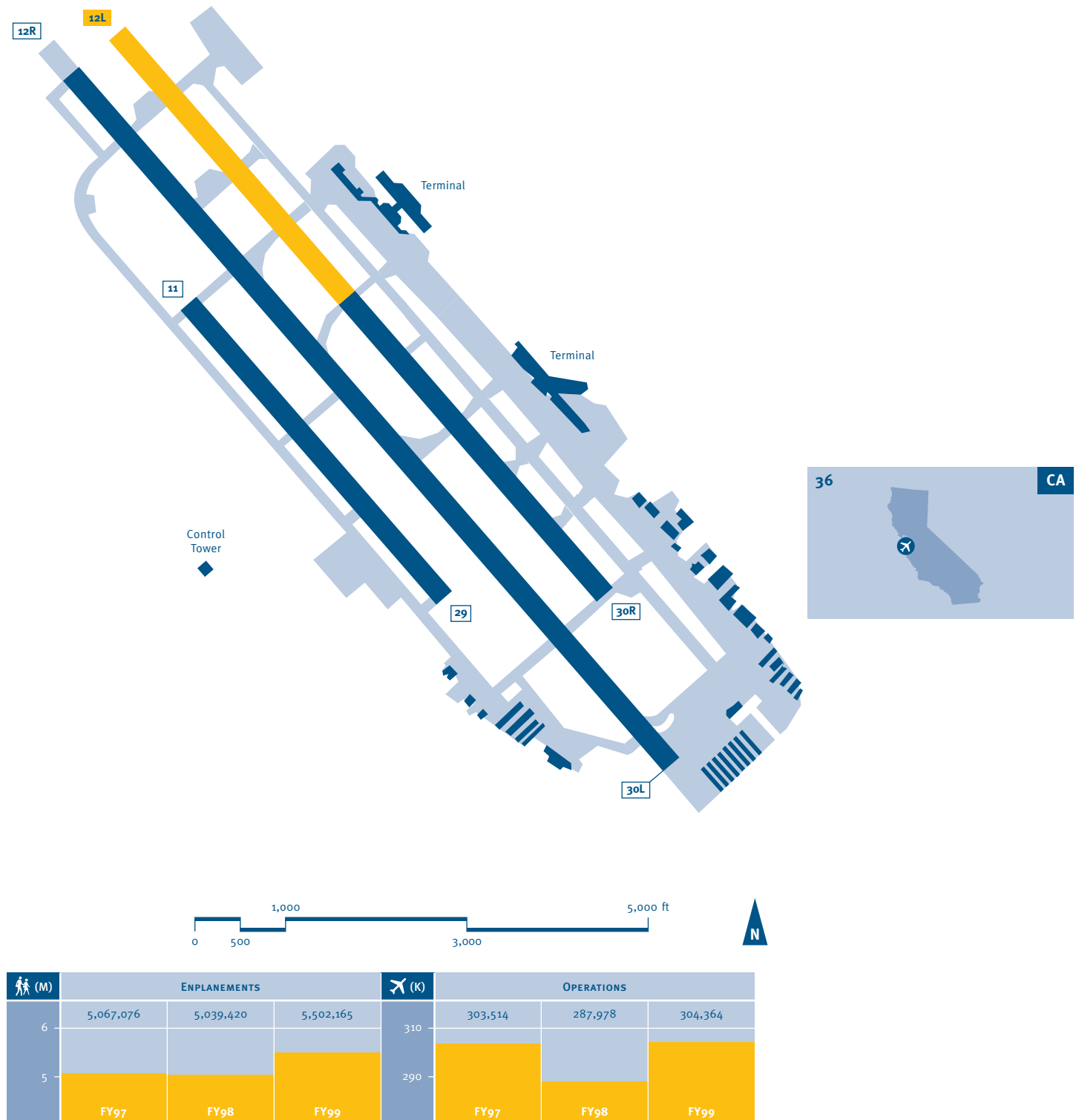
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
20	19,004,714	19,205,448	19,262,805	460	447,117	435,008	436,659
19				440			
	FY97	FY98	FY99		FY97	FY98	FY99

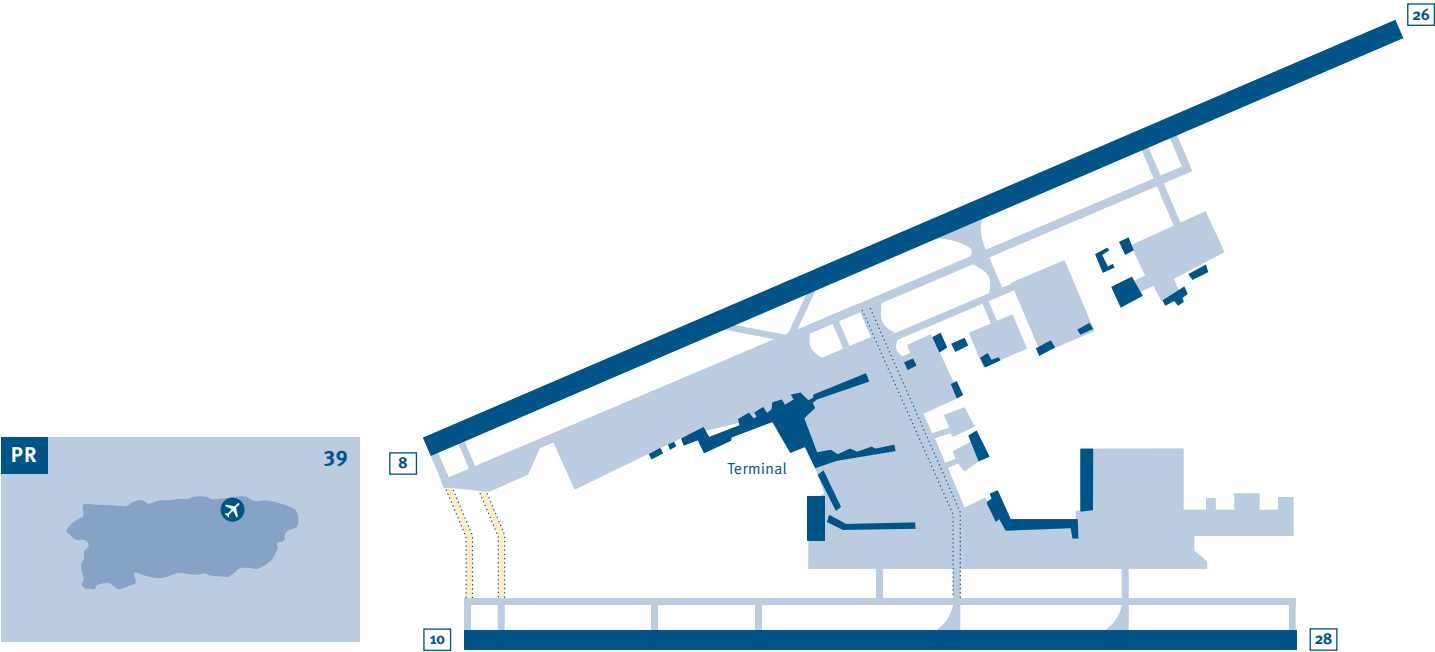
SJC – San Jose International Airport



Environmental documentation is currently being prepared in support of the extension of Runway 12L/30R. A Letter of Intent (LOI) for AIP funding has been approved.



SJU – San Juan Luis Muñoz Marín International Airport

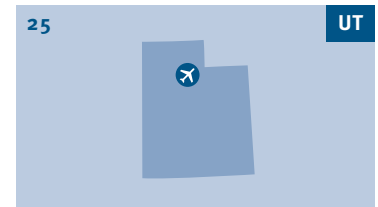
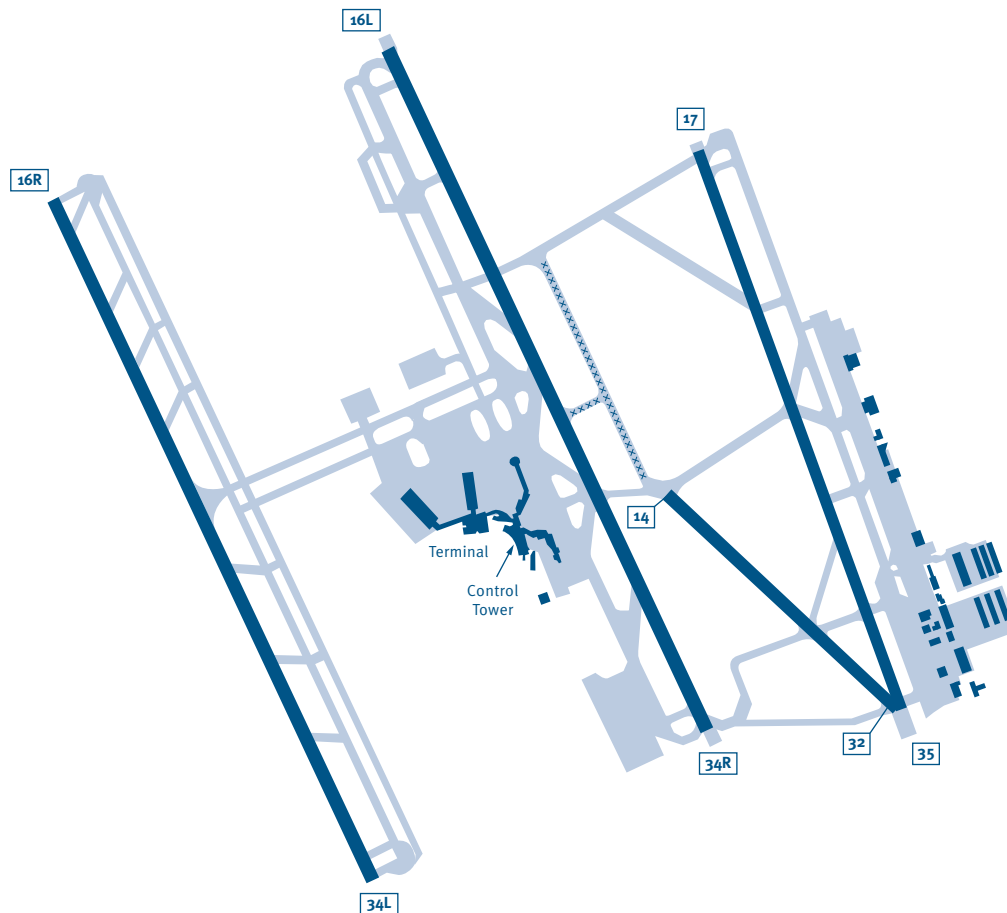
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
6.0	5,016,266	4,708,670	4,677,079	220	184,339	191,766	214,889
4.5	FY97	FY98	FY99	190	FY97	FY98	FY99

SLC – Salt Lake City International Airport

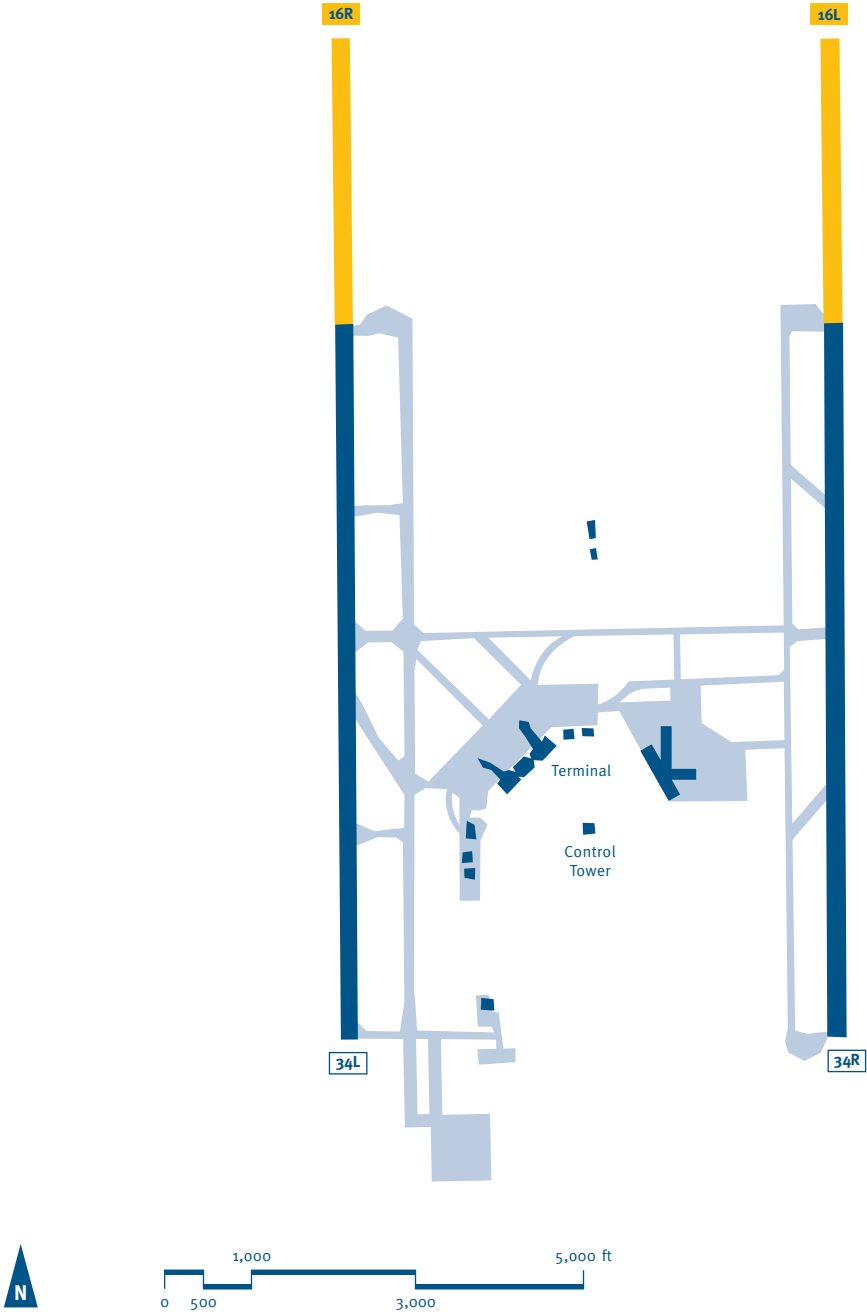
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport. South concourse and landside terminal expansions are to be completed in 2004.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
11	10,145,119	9,808,236	9,472,439	380	374,239	364,856	368,982
10				360			
	FY97	FY98	FY99		FY97	FY98	FY99

SMF – Sacramento International Airport

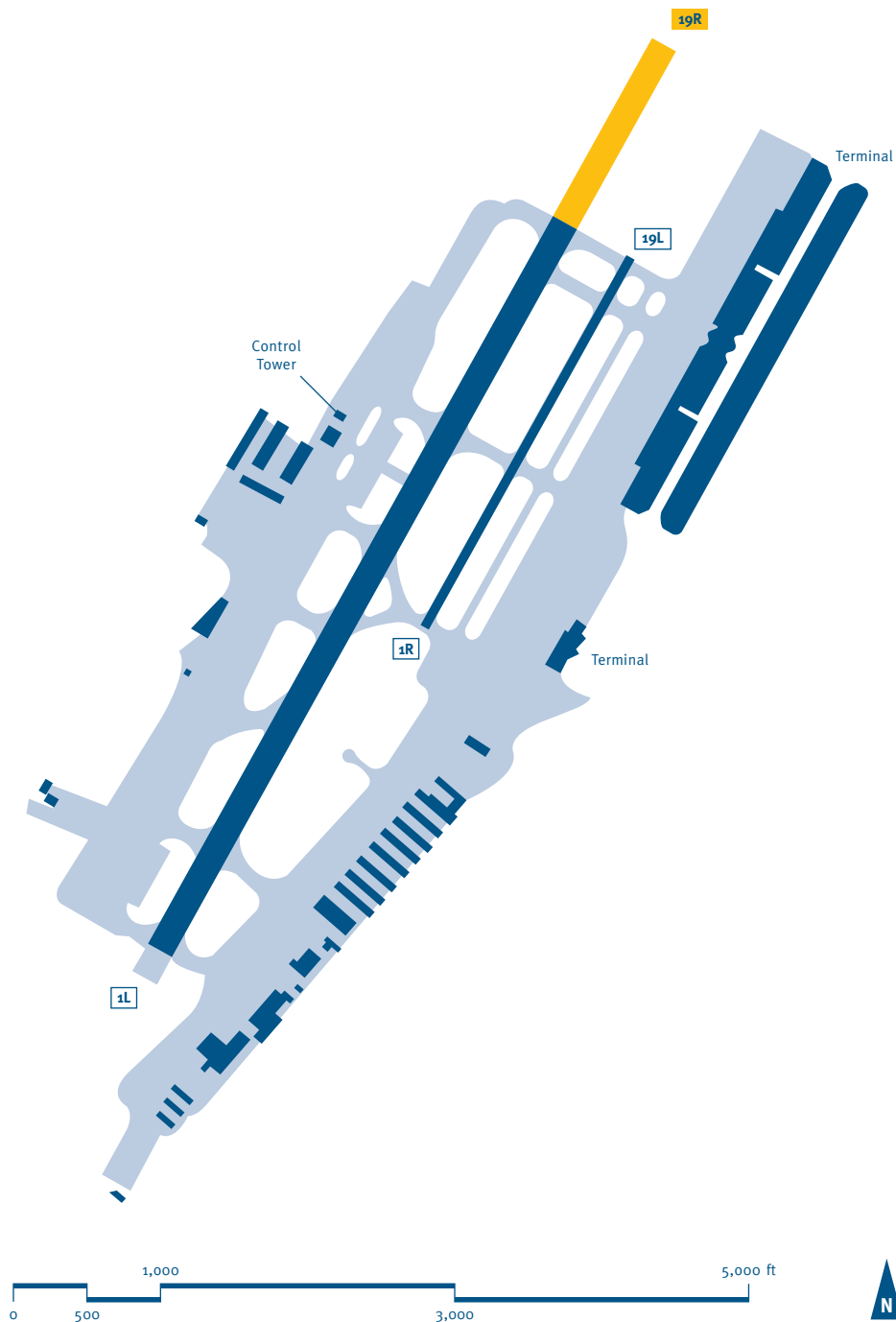
Northerly extensions to both runways, to an ultimate length of 12,000 ft. each, are proposed as long term development items. No specific time frame for this development has been identified.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
3.8	3,491,512	3,572,626	3,739,973	170	169,492	152,860	154,165
3.5				155			
	FY97	FY98	FY99		FY97	FY98	FY99

SNA – John Wayne Airport - Orange County

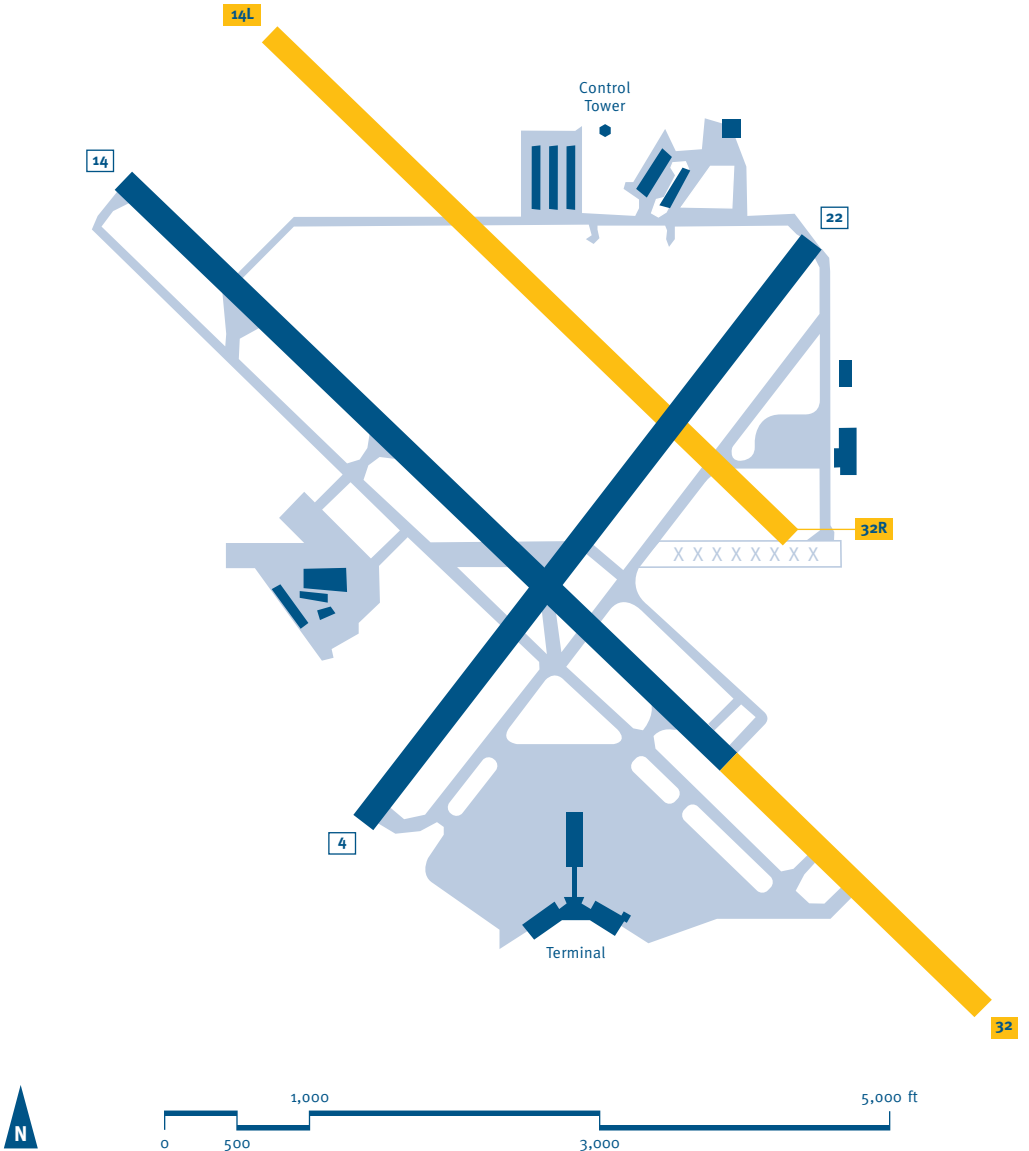
An extension of Runway 1L/19R is proposed but is not being considered at this time.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
4.0	3,838,053	3,711,015	3,708,121	460	459,489	431,144	448,312
3.5				440			
	FY97	FY98	FY99		FY97	FY98	FY99

SRQ – Sarasota Bradenton Airport

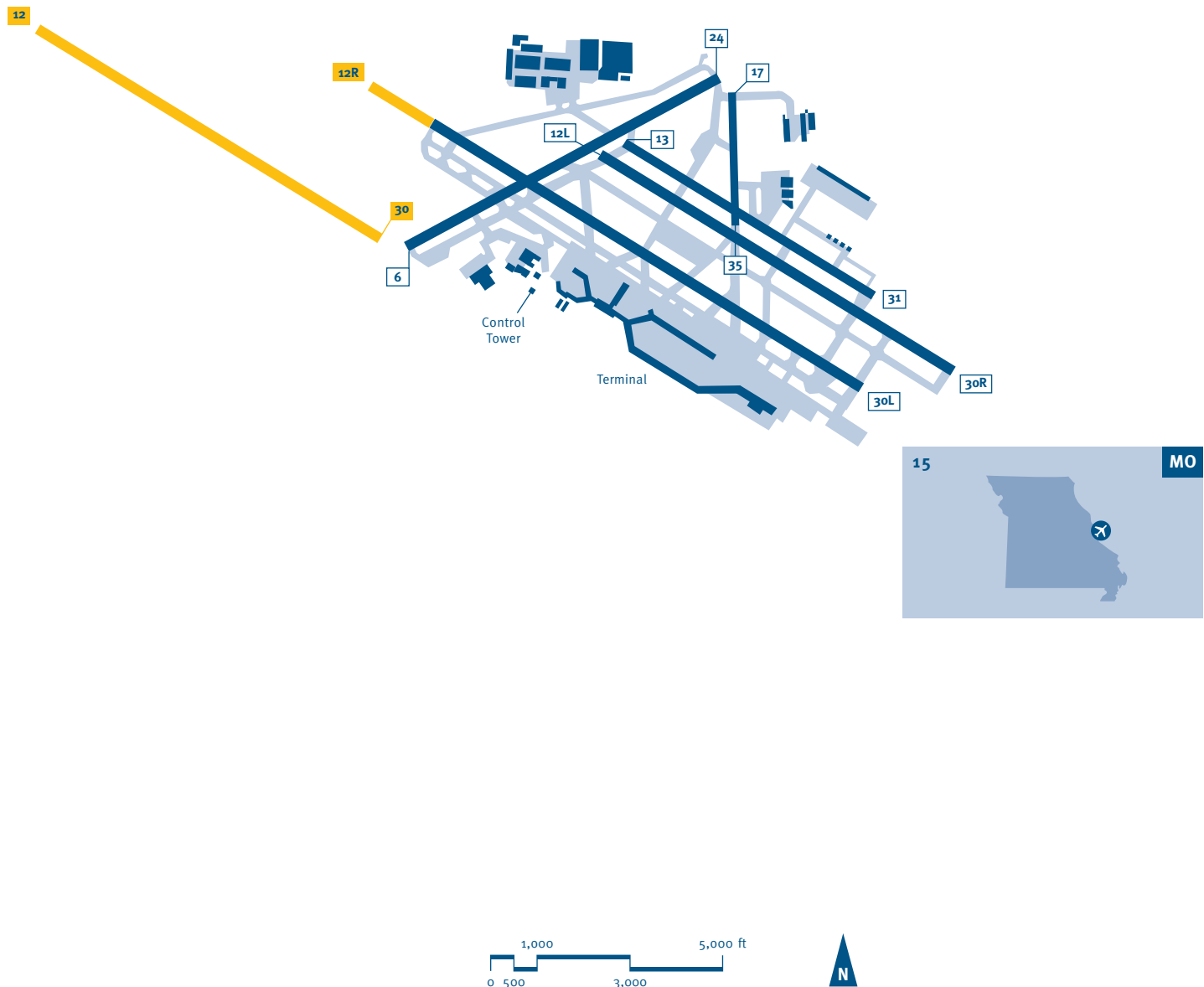
A new parallel Runway 14L/32R, 1,230 ft. northwest of Runway 14/32, is being planned at an estimated cost of \$10 million. It is expected to be operational beyond 2004. IFR arrivals and departures on the new runway will be dependent on Runway 14/32 operations. In addition, an extension of the existing Runway 14/32 is planned at a cost of \$5.1 million. It is expected to be operational beyond 2002. The runway extension will allow departures by larger and heavier aircraft and by aircraft with longer haul-lengths.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.84	820,574	775,557	761,112	200	167,107	179,837	194,151
0.79				175			
	FY97	FY98	FY99		FY97	FY98	FY99

STL – Lambert St. Louis International Airport

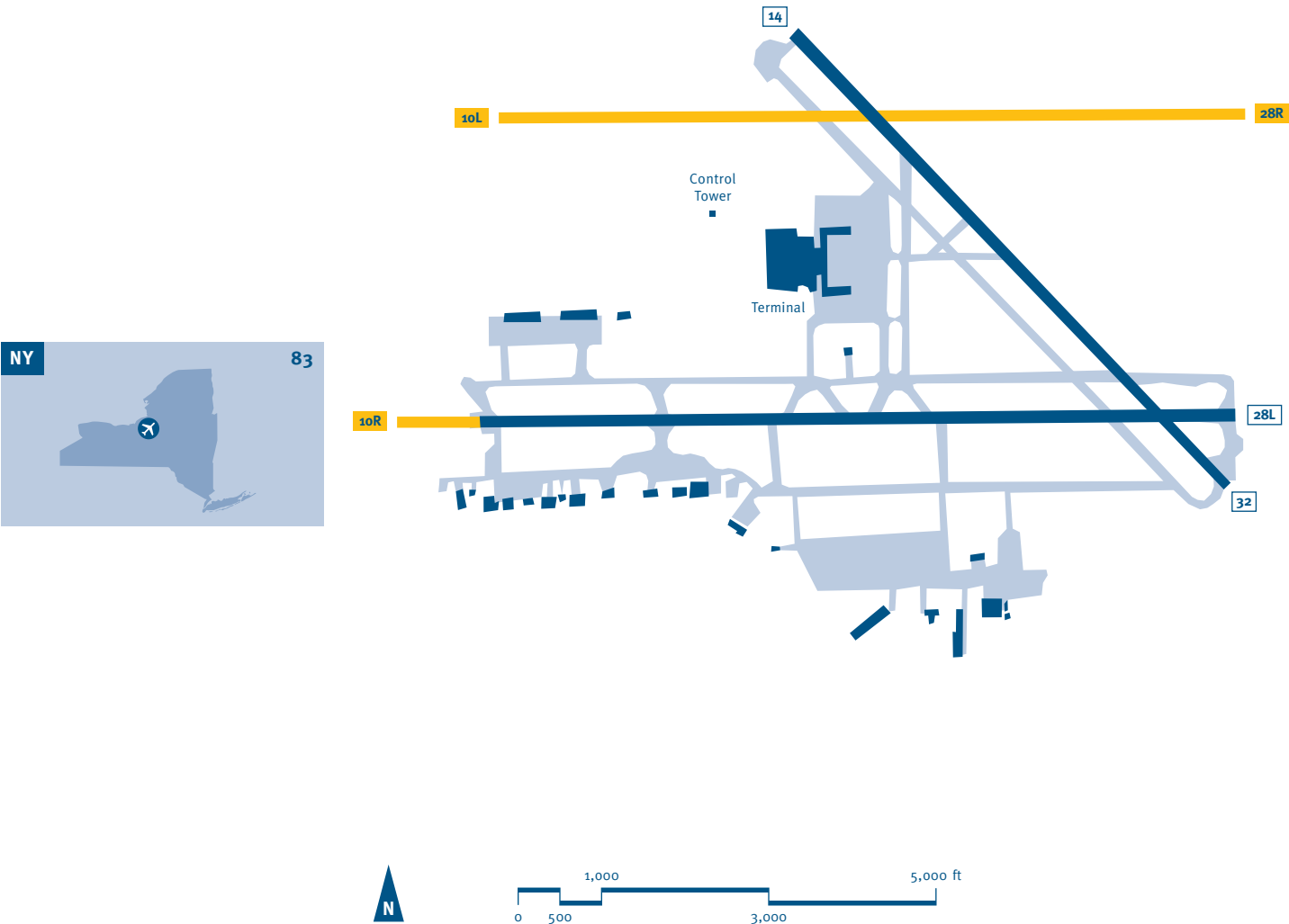
A new parallel Runway 12R/30L has been recommended in the St. Louis Airport Master Plan Update. The Plan calls for a parallel runway supporting independent IFR arrivals. Construction is in progress with an estimated completion date of 2006.





 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
15	13,895,127	14,398,291	14,831,699	520	516,004	505,555	503,538
14				500			
	FY97	FY98	FY99		FY97	FY98	FY99

SYR – Syracuse Hancock International Airport

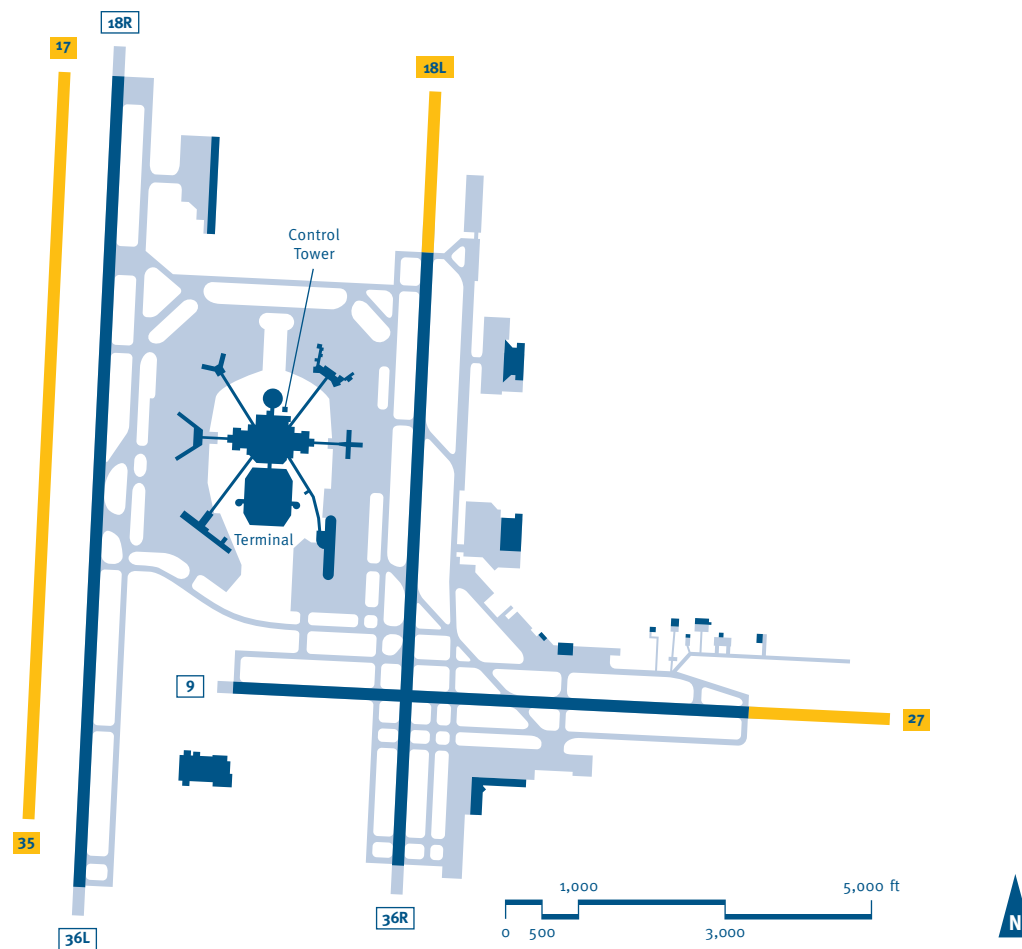
A new parallel Runway 10L/28R, 9,000 ft. long and separated from the existing Runway 10/28 by 3,400 ft. is being considered. It would provide independent parallel IFR operations, doubling hourly IFR arrival capacity. The cost of construction is estimated to be \$55 million for the first phase of the new runway, which would be 7,500 ft. long, including a parallel taxiway and connections to the ramp. The final length of the runway would be 9,000 ft. A capacity analysis and needs study is presently underway. Runway 10R/28L is planned to be extended 2,000 ft. to an ultimate length of 11,000 ft.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.2	1,032,442	1,048,936	1,093,587	160	152,029	148,770	152,186
1.0				145			
	FY97	FY98	FY99		FY97	FY98	FY99

TPA – Tampa International Airport

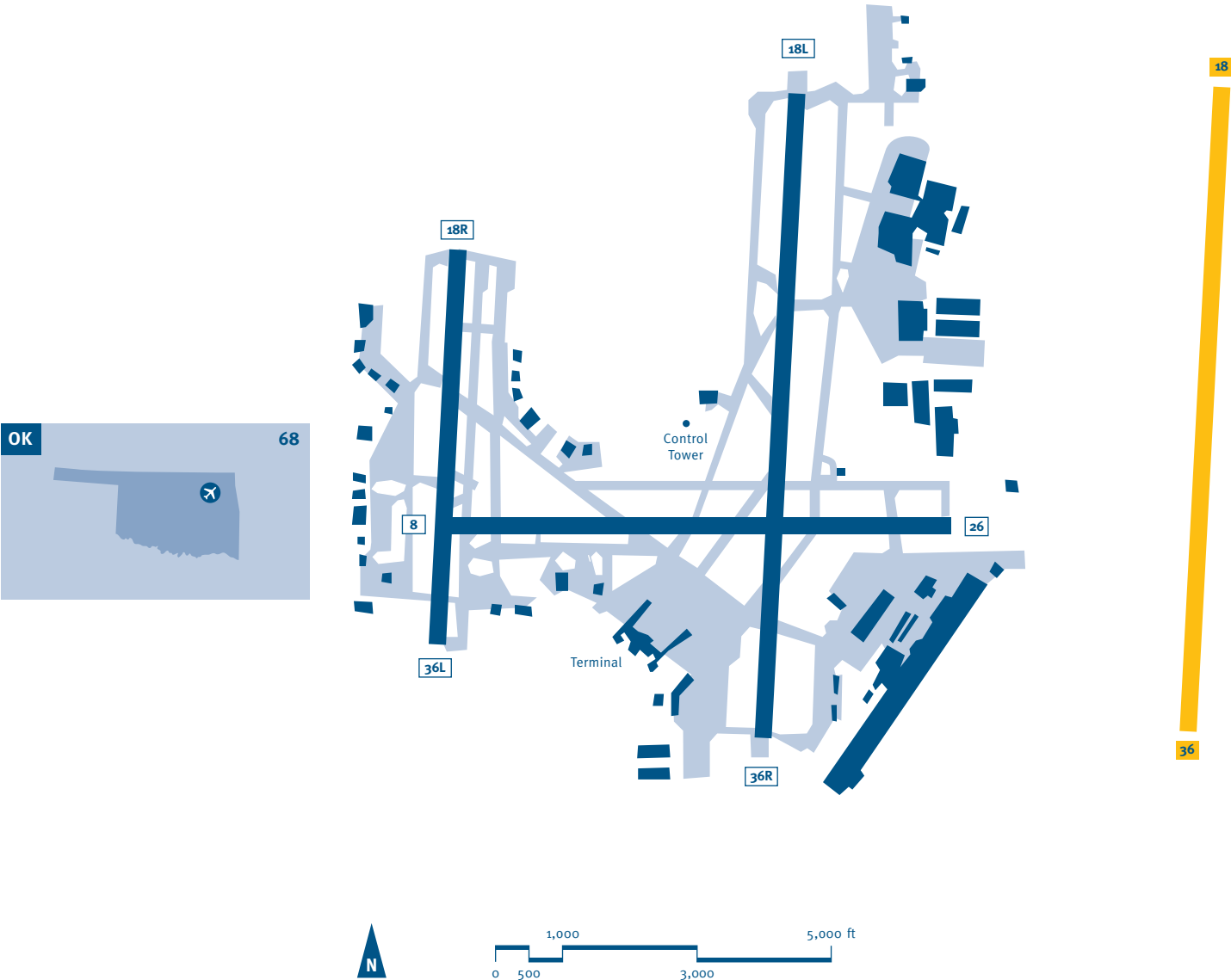
A third parallel Runway 17/35 is being considered for construction in 2010, with an anticipated operational date of 2012. The new CAT I/II runway will be located 700 ft. west of the centerline of existing Runway 18R/36L, and will be approximately 10,160 ft. in length. Because of its proximity to Runway 18R/36L, the new runway would be used primarily for arrivals and Runway 18R/36L would be used primarily for departures. However, during VFR conditions, it is anticipated that both runways may be used simultaneously for arrivals and/or departures in both north and south flow operations. Prior to the construction of this new runway, it is anticipated that Runway 18R will be upgraded to CAT II/III, and the associated ILS will be relocated to the new runway before it becomes operational. It is anticipated that Runway 18L will also be upgraded to CAT II/III capabilities to permit south flow landings below CAT I minimums. In addition, a 2,200-ft. northern extension of Runway 18L and a 1,200 ft. eastern extension of Runway 27 are being considered for the time frame beyond 2020.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
7.4	6,584,743	6,751,979	7,348,044	280	250,047	247,415	272,330
6.8				250			
	FY97	FY98	FY99		FY97	FY98	FY99

TUL – Tulsa International Airport

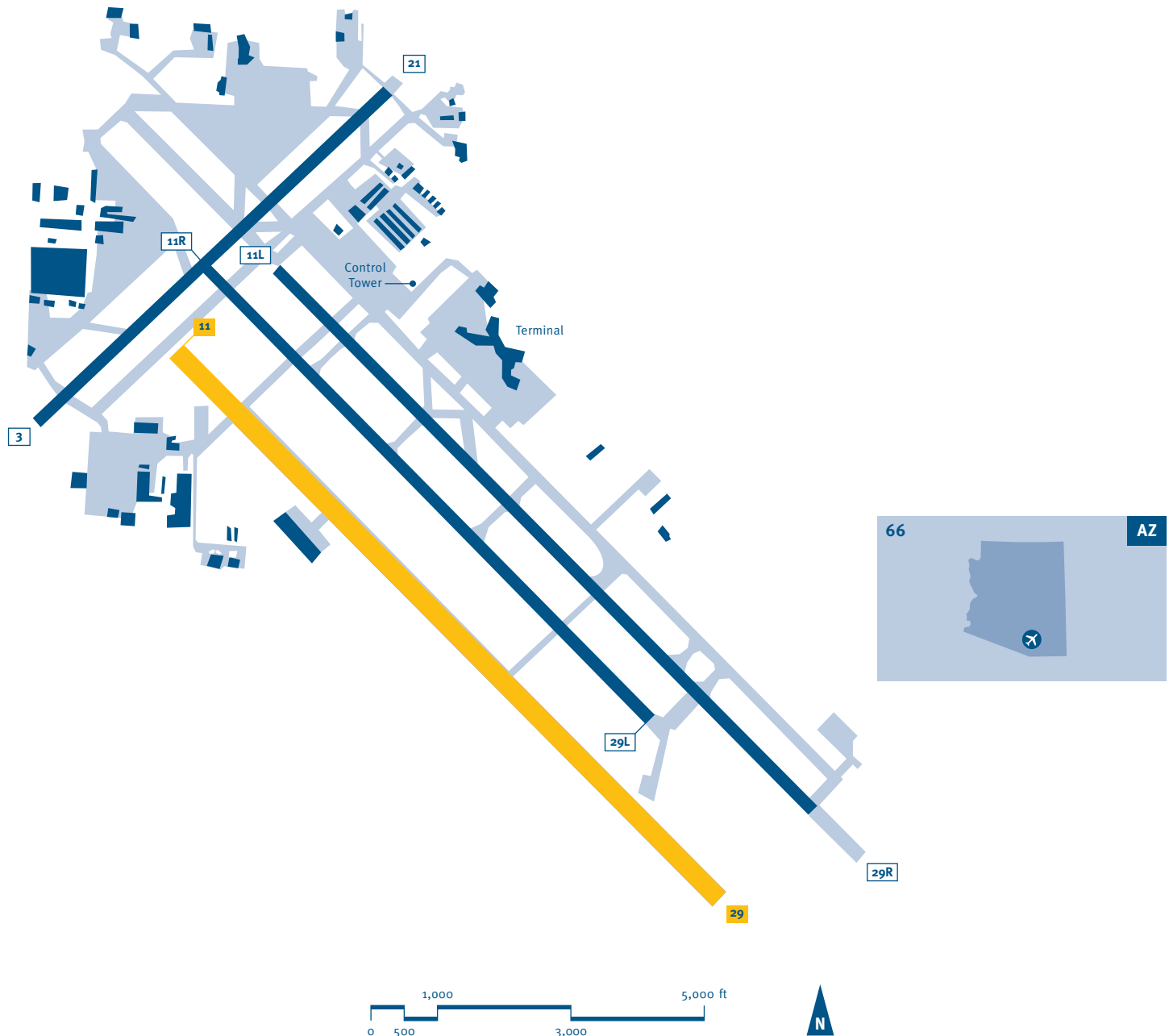
A new parallel Runway 18/36, located 6,400 ft. east of the present 18L/36R and 9,000 ft. long, is being considered. The new runway would permit IFR triple independent approaches, if approved, to Runways 18L, 18C, and 18R.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
1.8	1,720,901	1,725,286	1,708,934	220	210,045	212,938	199,402
1.7				200			
	FY97	FY98	FY99		FY97	FY98	FY99

TUS – Tucson International Airport

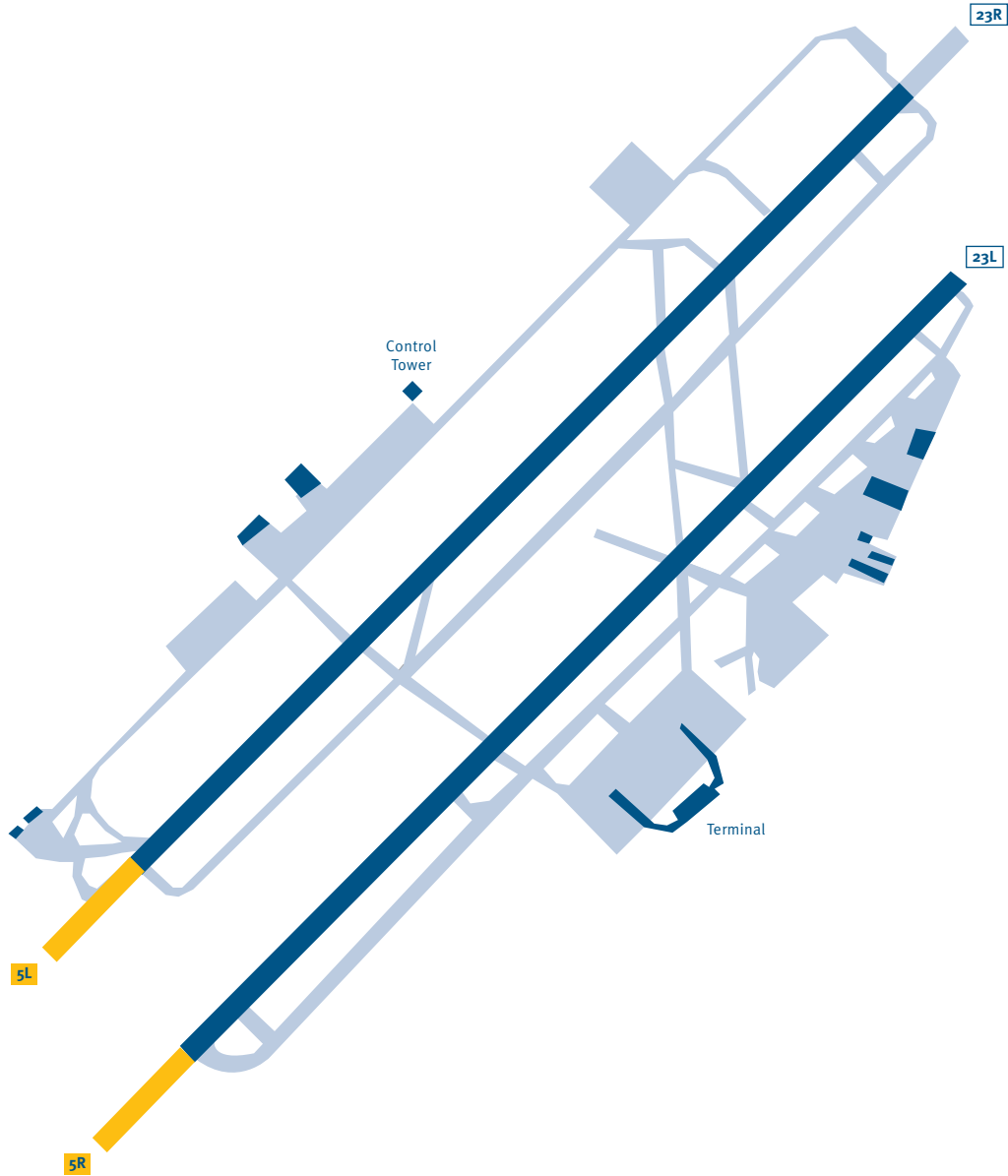
An additional parallel air carrier Runway 11R/29L has been proposed. Upon completion of the new runway, the current Runway 11R/29L, a general aviation runway, will revert to its original taxiway status. Current plans call for construction to start in 2003 to be operational in 2005. The cost of construction is estimated to be \$30 million.





(M)	ENPLANEMENTS			(K)	OPERATIONS		
2.0	1,769,476	1,750,230	1,774,759	300	238,288	250,960	286,362
1.5				260			
	FY97	FY98	FY99		FY97	FY98	FY99

TYS – Knoxville McGhee-Tyson Airport

An extension of both runways, 5L/23R and 5R/23L, is being planned for the future.



 (M)	ENPLANEMENTS			 (K)	OPERATIONS		
0.88	716,937	770,912	862,187	160	133,386	151,266	142,354
0.77				140			
	FY97	FY98	FY99		FY97	FY98	FY99